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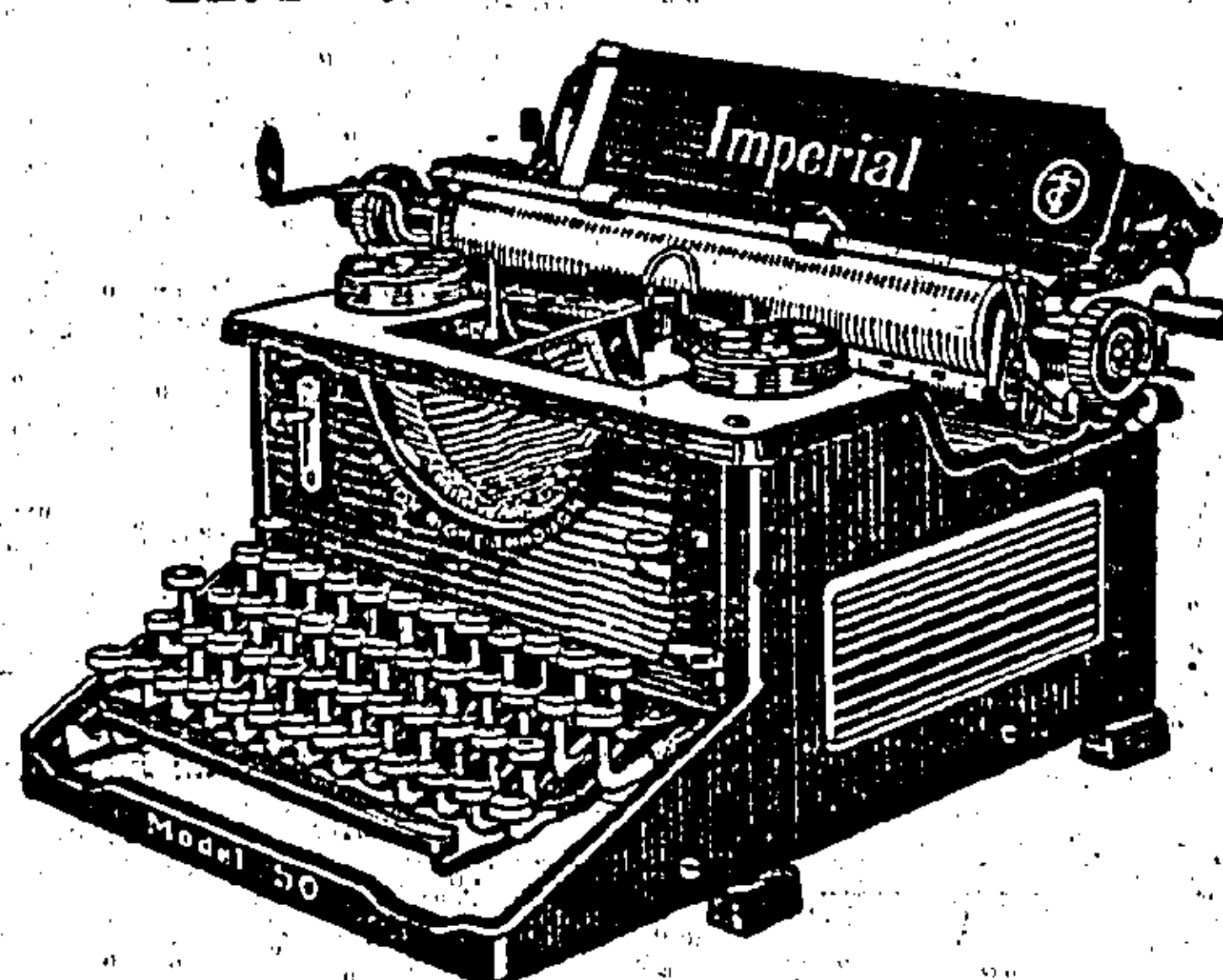
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**PLYMOUTH GIN**  
OBTAINABLE EVERYWHERE.

## RADIO IN CHINA.

NATIONALIST PARTY  
INTERESTED.A FUTURE MEANS OF  
EDUCATION.

Peking, February 23rd (U.P.).—Radio broadcasting in China, long held up by the opposition of various factional governments, is now being developed rapidly by the Nationalist Party. The leaders at Nanking appear fully aware of the fact that broadcasting may be one of the most powerful forces in the education of the Chinese masses.

Reports from several parts of the country state that broadcasting stations are being built, and that the people are being encouraged to buy receiving sets whenever they can afford to do so. At present, not one person in a thousand can afford even the cheapest set, but hundreds gather around the shops which have installed sets to listen to any programmes which are broadcast.

## "Deadly Serious" Programmes.

Nanking itself is the centre of the broadcasting campaign. Up to this time, the emphasis has been upon propaganda rather than entertainment, and the programmes maintain a deadly seriousness which might prove fatal in any other country. It is believed likely that an effort to lighten the programmes will soon be made.

The chief functions at Nanking, including the weekly memorial services for the late Dr. Sun Yat Sen, have been broadcast, and picked up and relayed by subordinate stations in several provinces. Chiang Kai Shek, Chairman of the Central Government, Marshal Feng Yu Hsiang, and other notables speak regularly over the radio to a growing audience.

Until the Nationalists gained control of the country, it was illegal to own receiving sets in the country, and it is only recently that regulations have been promulgated governing their use. These regulations are similar to those in western countries which require licences to be taken out for receiving sets.

Broadcasting Station Being  
Erected.

A recent report from Kaifeng, the ultra-conservative capital of Honan province, states that a broadcasting station is being erected there, under the patronage of Marshal Feng Yu Hsiang. Regular programmes are to be sent out, some of them relayed from Nanking and Shanghai, while the station will also be used to issue official orders to remote sections of the province. A class of radio operators have been studying for several weeks, and the students are expected to be competent by the time the stations are completed.

So little entertainment is provided as yet by the Government broadcasting stations in China that owners of receiving sets are turning more and more to Russia and Japan for amusement. It is quite easy to pick up Harbin, Vladivostok, Habarovsk, Tokyo and Osaka stations in Peking and other Chinese cities, and as these programmes consist largely of music, they can be appreciated by the Chinese.

The prediction that ordinary receiving sets will be enabled to pick up American programmes in a year or two has aroused great interest among foreigners in China who own sets but have been limited to neighbouring countries bordering the Pacific. If this prediction is realized, it is believed every foreigner or foreign educated Chinese in this country will provide himself with a set.

FORBIDDEN THINGS IN  
KUEICHOW.CIGARETTES AND ELECTRIC  
TORCHES.

Kueiyang, January 25th.—At Sungkan, on the border of the province to the north (near Szechuan) I was challenged by soldiers to surrender any cigarettes or electric torches I might have, as they are prohibited by the local military authorities, writes a North China Daily News correspondent. On arrival here, I found that, for the moment at any rate, electric torches are forbidden on the streets at night, and anyone showing one has to surrender it, the reason being that not long ago some young sparks turned their torches on a woman in the theatre. Presumably the prohibition is only temporary, but it is not at all unlikely that the soldiers at Sungkan had orders to confiscate electric torches to prevent them being used for signalling during the recent fighting in eastern Kueichow.

With regard to cigarettes, I have several times recently seen soldiers smoking them in the streets of this city, but perhaps our Governor, who does not smoke cigarettes, hopes that, by preventing their coming into the province, eventually he will stamp out smoking. Evidently there still must be a good supply, for they are displayed for sale in shops and on street stalls.

Opium Flourishes.  
If only the Government would take courage and prohibit opium! But that seems too much to expect just now when revenue is so badly needed.

SHANGHAI MARKET  
REPORT.

## ACTIVITY AFTER HOLIDAY.

FAIR VOLUME OF COTTON  
BUSINESS.

The interest exhibited in practically all markets at the opening after China New Year justifies the most optimistic expectations. The Yuenfong Piece Goods first auction after the holidays was very satisfactory, the total being 305 packages. Up to this first auction probably about 50 per cent. of the goods, bought before the holidays have been disposed of and profits, therefore, should be available to holders of the balance.

A further advance of 1/2 mace in Greys, make a total advance of seven mace, since the middle of November. The Boycott should strengthen the demand for European Greys during the coming two or three months.

In Whites there was a very substantial tone for practically all types and qualities except for Kores which shows no sign of great activity.

Deliveries commenced immediately the Customs opened last week.

## Kunming.

Kunming review the situation as follows:—

First indications are, however, promising. The dealers have made big sales at steady prices for Blacks and Fancies, while Greys and Whites are finding a ready sale at prices unchanged to two mace advance, the advances being mainly in cloths suitable for Ningpo, Upper Yangtze and Szechuan, to which markets clearances have already resumed.

Spring Fancies are receiving attention and prices for these rule much the same as last season, which leaves Indentors a small margin of profit on most lines.

As far as new business is concerned we find dealers still disinclined to operate, but some lines of Venetians and Twills have been placed.

The Japanese Boycott continues, but varies in intensity with vagaries of the political situation. For an opening sale and taking into consideration that many merchants have not returned, also that trade orders have not come in from Hankow and the North, results must be considered satisfactory. Ningpo, Nanking and local men had small trade inquiries; speculators took the balance at, on the average, steady prices. The advance of one to two mace in many Greys was due to Ningpo support.

## Cotton.

Since the turn of China New Year, larger quantities of Yarn and Cloth have been sold by the Mills for forward delivery. There has also been a very brisk demand between merchants for spot cargo and many Mills are now practically bare of stocks, each day's production being apportioned out. China Cotton keeps steady in spite of very large stocks in Shanghai.

## China Cotton.

In their weekly report on China Cotton and Yarn, Messrs. J. Spunt & Co. write:—

Since the reopening after the Chinese New Year holidays our market has been keeping steady to firm and a fair volume of business may be recorded. The gradual improvement in yarn values which is ascribed to lower stocks and better demand and the influence of firmer markets in American Cotton appear to encourage, for the time being, higher rates on the local staple.

Spinners are now showing great interest in the Indian staple, as the prices current on same are more attractive, and it is reported that some of the principal local mills have contracted in the aggregate, during the last three weeks, for 25,000 bales which is due to arrive within the next two months. The situation to-day is, therefore, one that must be watched carefully, as after all there must come a time when prices will have reached bottom and while there are certain sections in the trade who believe that prices have touched bottom there are others who visualize still lower rates. However, not wishing to be unduly pessimistic, we believe that the wisest for spinners would be to buy at every decline and the average result, we feel confident, will prove beneficial.

## Yarn.

The yarn market has been quite firm during the past two days with prices advanced some 1/4 to 1/2 mace as compared with that previously reported. New business for export to different ports has been booked. As to the future trend, we believe that the yarn market will present a more appreciable outlook, owing to the interior marts being practically bare of stocks.

## Silk, etc.

The Silk market keeps steady with some small transactions taking place. Prices remain firm but home ideas are somewhat lower than holders' price requirements. After a period of weakness, this market is perceptibly improving. Dealers report a general increase in prices all round in old and new metals.

BABY CRIED  
DAY AND NIGHT  
Pimples On Head and  
Ears. Cuticura Healed.

"My baby suffered for eighteen months with skin trouble. It started with pimples breaking out on her head and ears. The pimples broke and the trouble spread all over her head so that she lost all of her hair. She was always scratching and I had to tie her hands at night as she never got a wink of sleep. She cried day and night."

"I read an advertisement for Cuticura Soap and Ointment and sent for a free sample. After using it I purchased more and in about seven weeks she was healed." (Signed) Mrs. S. Croft, 9, Back No. Railway St., Seaham Harbour, Durham, Eng.

Use Cuticura to clear your skin. Sample each Soap, Ointment and Talcum free on request. Write to: Cuticura, Ltd., P. O. Box 510, Shanghai. Sold throughout the World.

## CHURCH NOTICES.

ST. JOHN'S CATHEDRAL,  
HONG KONG.

MARCH 2nd, 1929, Third Sunday in Lent.  
Holy Communion at 8 a.m.  
Children's Service at 10 a.m.  
Peak Sunday School at 10 a.m.  
Matins at 11 a.m.

Preacher:—The Dean.  
Subject:—"Adoration and Thanksgiving."  
Holy Communion at 13 noon.  
Evening at 6 p.m.  
Preacher:—Rev. H. V. Koop.  
Subject:—"The Christian at Leisure."

## Special Notices.

Evening on Wednesday at 5.30 p.m.  
Address by Rev. P. Freeman, M.A.

FIRST CHURCH OF CHRIST,  
SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.)  
MACDONNELL ROAD, KILLOW-BOWEN ROAD TRAM STATION.

SUNDAY SERVICE, March 3rd, 1929, at 11.15 a.m.—  
Subject:—"CHRIST JESUS."

The Sunday School is held on Sunday Mornings at 10 o'clock.  
Wednesday Evening Meeting at 5.30 p.m.  
Reading Room at above address, open:—Tuesday and Friday, 10 a.m. to 12 Noon. Monday and Thursday, 5 to 7 p.m.  
The Public is cordially invited to attend the services and visit the Reading Room.

ST. ANDREW'S CHURCH,  
KOWLOON.

SAD SUNDAY in Lent.—  
8.15 a.m.—Holy Communion.  
10.00 a.m.—Children's Service.  
11.00 a.m.—Morning Prayer and Holy Communion.  
Preacher:—Rev. Frank Short.  
2.45 p.m.—Sunday School and Bible Class.  
6.00 p.m.—Evening Prayer.  
Preacher:—The Vicar.

WESLEYAN METHODIST  
CHURCH.

QUEEN'S ROAD EAST.  
SUNDAY SERVICES, March 3rd, 1929.—  
Morning at 10.15 a.m.—  
Preacher:—Rev. J. C. Knight-Anstey.  
Subject:—"Boredom and Fear."  
Sunday School at 3.00 p.m.  
Evening at 6 p.m.—  
Preacher:—Rev. J. C. Knight-Anstey.  
Subject:—"Getting Together."

SAILORS' AND SOLDIERS'  
HOME,

## PRAYA EAST.

SUNDAY, March 3rd, 1929.—  
3.00 p.m.—Men's Bible Class.  
8.15 p.m.—Service Men's Social Hour.  
MONDAY, March 4th, 1929.—  
3.00 p.m.—Ladies Church Aid Meeting.  
WEDNESDAY, March 6th, 1929.—  
8.15 p.m.—Gospel Meeting for Service Men.

[4470]

INDIGESTION STOPS AT  
ONCE.

Whatever strides science may have made in combating diseases, no better remedy has been discovered for stopping indigestion than 'Bisurated' Magnesia, which today is used by thousands of stomach sufferers with never-failing success. 'Bisurated' Magnesia treats indigestion in the only logical way, by instantly neutralising excess acids, preventing fermentation, and soothing, healing and strengthening the inflamed stomach lining, which soon becomes healthy and strong. 'Bisurated' Magnesia is sold by all chemists in both powder and tablet forms. It is the remedy that is recommended by doctors. It is used in hospitals and by thousands of one-time sufferers who have proved again and again that 'Bisurated' Magnesia is an unfailing reliever of all acid-caused digestive troubles.

## FILL YOUR FOUNTAIN PEN

and write a Chit to  
11, Ice House Street

## BEFORE YOU SAIL

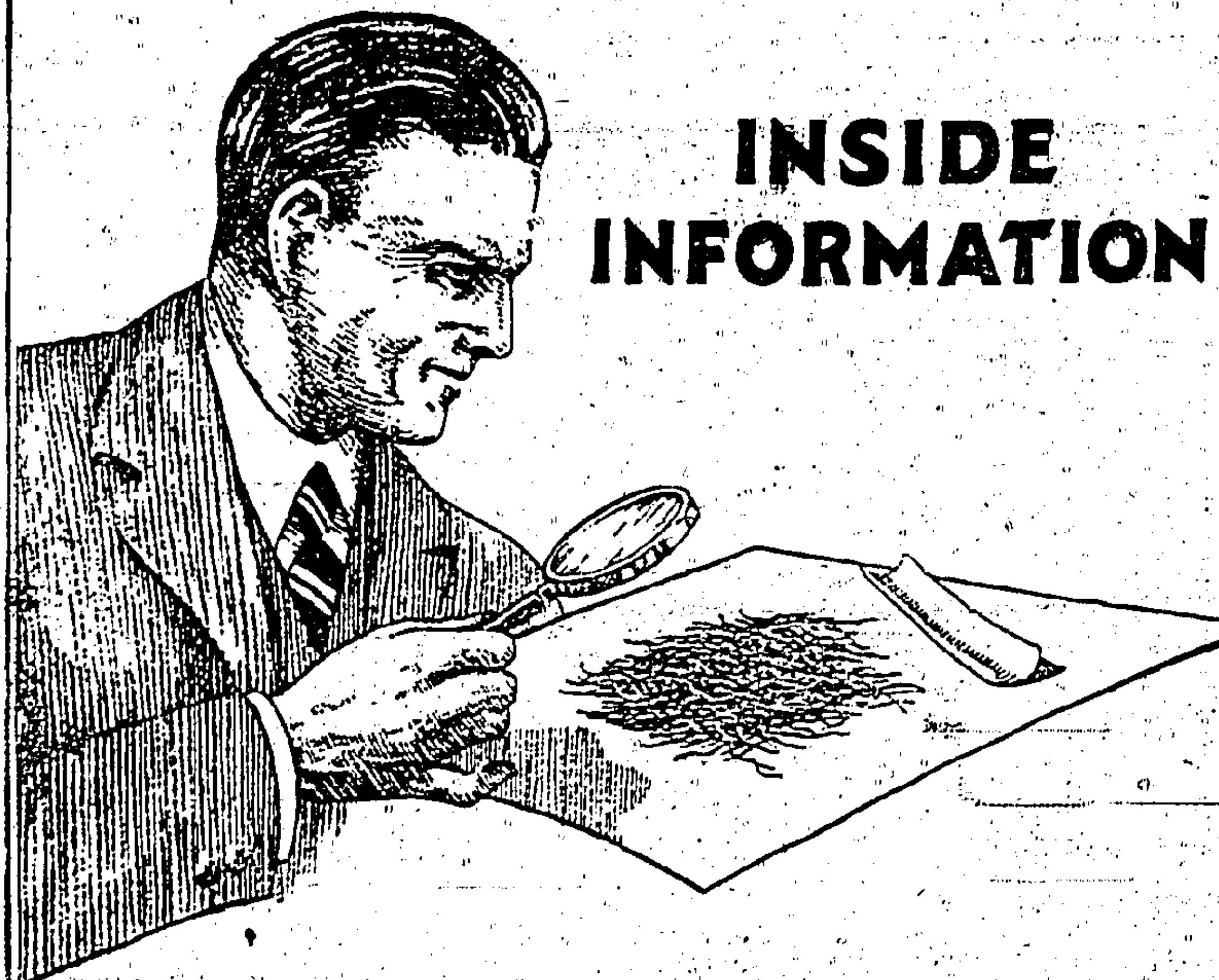
and order the Weekly  
Press to be sent to  
you Overseas. It costs

\$3.75 for three months

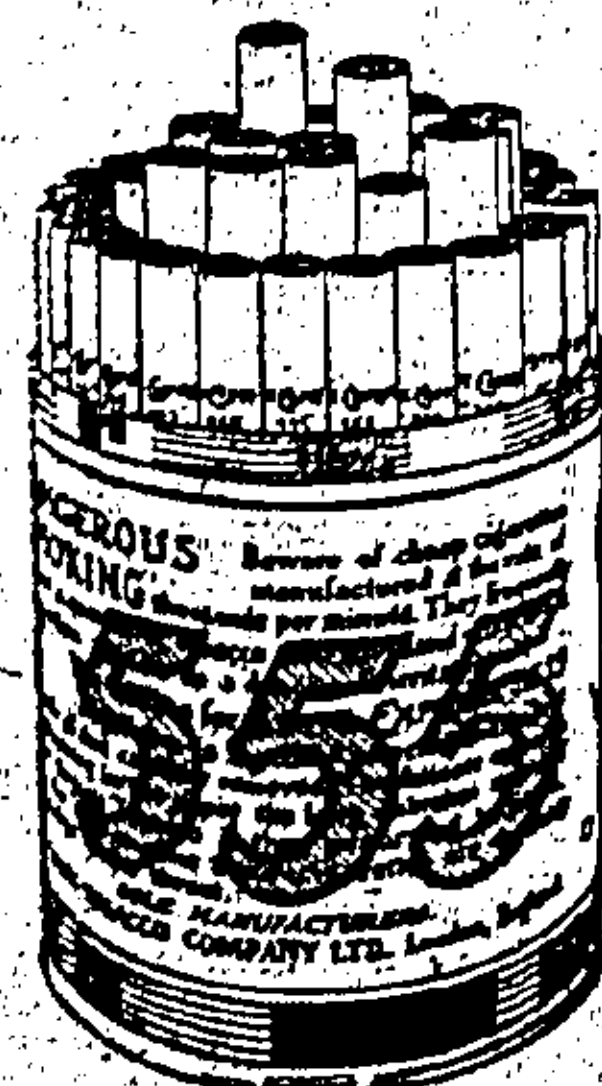
\$7.50 for six months

\$15.00 for a year.

## PRE-EMINENT IN EVERY COUNTRY OF THE WORLD

INSIDE  
INFORMATION

Searching scrutiny shows that 555 Cigarettes are absolutely free from all deleterious matter and contain only long strands of finely cut Virginia tobacco.



**STATE EXPRESS**  
VIRGINIA CIGARETTES

**555**

Made by hand—One at a time

MADE IN LONDON BY ARDATH TOBACCO CO. LTD.





## Building-up Energy and Robust Health



**MERRY** and happy—full of energy and rousing fun—every father and mother delights in this evidence of glorious health.

The energy and vitality children are so prodigal in spending have to be made good from the energy creating elements to be obtained only from nourishment. The children are growing—physically and mentally—and nourishment is essential for healthy growth.

During the growing years of childhood more nourishment is necessary than ordinary food contains. Children need "Ovaltine" as their daily beverage, for this delicious food beverage supplies concentrated nourishment in an easily digested form.

"Ovaltine" is prepared from the richest of Nature's tonic foods—malt, milk and eggs. It contains a superabundance of the nutritive elements which build up brain and body and create energy and vitality.

Make "Ovaltine" your children's daily beverage. Note their increased energy and vitality, and see on their cheeks the glow which comes only from the enjoyment of perfect health.

Children specially need "Ovaltine" at the beginning of the winter. It will build up a rich reserve of health and energy—thus enabling them to resist colds and epidemic infections, and keeping them in robust health in spite of unpleasant winter conditions.

# OVALTINE

TONIC FOOD BEVERAGE

**Builds-up Brain. Nerve and Body**

[A.P.B. 137]



## General

Accident Fire and Life  
Assurance Corporation, Limited.

ESTABLISHED 1885.

## HOUSEHOLDERS' COMPREHENSIVE POLICY

Insures the contents of your residence against **Burglary, Housebreaking, Larceny Theft** (excluding theft by servants), **Earthquake, Typhoon, Flood, Burst Water Pipes, and/or Tanks, Riots and Civil Commotion** and extends to cover temporary residence in any inhabited Dwelling House or Hotel in China. The cover may be extended to a country outside China by arrangement on application.

AGENTS:

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Tel. No. 1735. 1A, CHATER ROAD.

## THE WOMAN'S CORNER.

### 7 DON'TS FOR TOO-FOND PARENTS.

[By A HOUSEMASTER.]

Boarding schools are no longer the homes of torture that once they were but even yet there are many young boys who dread the end of the holidays.

Sometimes, no doubt, the schools are to blame for this, but sometimes it is the well-meaning parents who make the parting more difficult.

A good send-off to the term is, to all parties, a consummation devoutly to be wished. So, to increase the likelihood of "many happy returns," I have tabulated the following seven "don'ts."

1. Don't take your boy to too many parties, pantomimes, and the rest, in the last few days of the vacation. If he comes back overtired and bilious (as several of my charges invariably do), he cannot be expected to get off the mark well.

2. Don't let him get slack in his personal habits during the holidays. If he has been allowed to forget to open his bed, comb his hair, and clean his teeth he is in for a rude awakening when he gets back to school.

**Don't Criticise the School.**

3. Don't continually criticise the school in his presence; even if you change your tune as the parting approaches, he will remember your earlier strictures. Granted that the head may be an overbearing tyrant and the matron an interfering busybody, it won't help Johnnie to be told so.

**"Pretty" Clothes.**

4. Don't provide eccentric clothing for the young hopeful. Oh, the

minor persecutions which have to be endured, through the thoughtfulness of fond mamma in securing "something out of the ordinary, my dear!" Fancy braces, and futuristic pyjamas are to be shunned like the plague; nor must one be unduly grieved if Johnnie refuses to take that tie which auntie sent him for Christmas. And don't forget that his schoolmates see his underclothing.

5. Don't forget to send his trunk in advance. The trains will probably be crowded with other school-boys, and he will not want to worry about cumbersome luggage.

6. Don't give him some handsome parting gift which he cannot share with his chums. Most boys would still prefer a well-filled tuck-box to an expensive mechanical toy.

**A Scene on the Railway Station.**

7. Don't—oh, don't—make a "scene" at the parting. The British boy feels emotion, but he tries not to show it—especially on a railway station, with other boys about. The one occasion when the average youth is thoroughly ashamed of his mother is when she is tearful in public.

I have usually found parents thoroughly anxious to help us schoolmasters, but rather puzzled as to how they can do so. With regard to this perennial problem of starting the term well, they can help us enormously. If only they would try to follow out these simple suggestions, I believe that the boys would come back to school almost reconciled to their fate!

### NEXT CRAZE, PLEASE!

What next? What will succeed dancing as a craze?

Probably a former craze will become a craze again—for there is a strange periodicity about some of these things. Just as there were dancing manias before the one that is now declared to be subsiding, so many other manias have waxed and waned again and again, and any one of them might become epidemic anew.

The next craze will not of necessity have much, if anything, in common with dancing; but the chances are that it, too, will be of a nature that brings about the intermingling of the sexes and involves physical exercise.

So, according to the prophets, it might be—ping pong! An awful possibility, this, perhaps; but the game has had some brief spells of popularity since it first slumped heavily about fifteen years ago.

Again, some students of public taste would not be surprised to see a boom in ice-skating. Of late several new rinks have been opened, and the pastime is certainly growing in favour.

Still more numerous are the backers of roller-skating, which even some shrewd caterers for public amusement think may develop into a craze.

Roller-skating has unquestionably shown great vitality. A dozen times it has been pronounced, not dead merely, but absolutely, definitely, and finally dead beyond hope of resurrection. And what then? It has risen again.

The profits of rinking companies have been enormous. On the Preference shares in a Dublin rink 155 per cent. was paid in thirty weeks, and in fourteen weeks the receipts of a Manchester rink amounted to £8,768, out of which the shareholders received an average dividend for that period of 109 per cent.

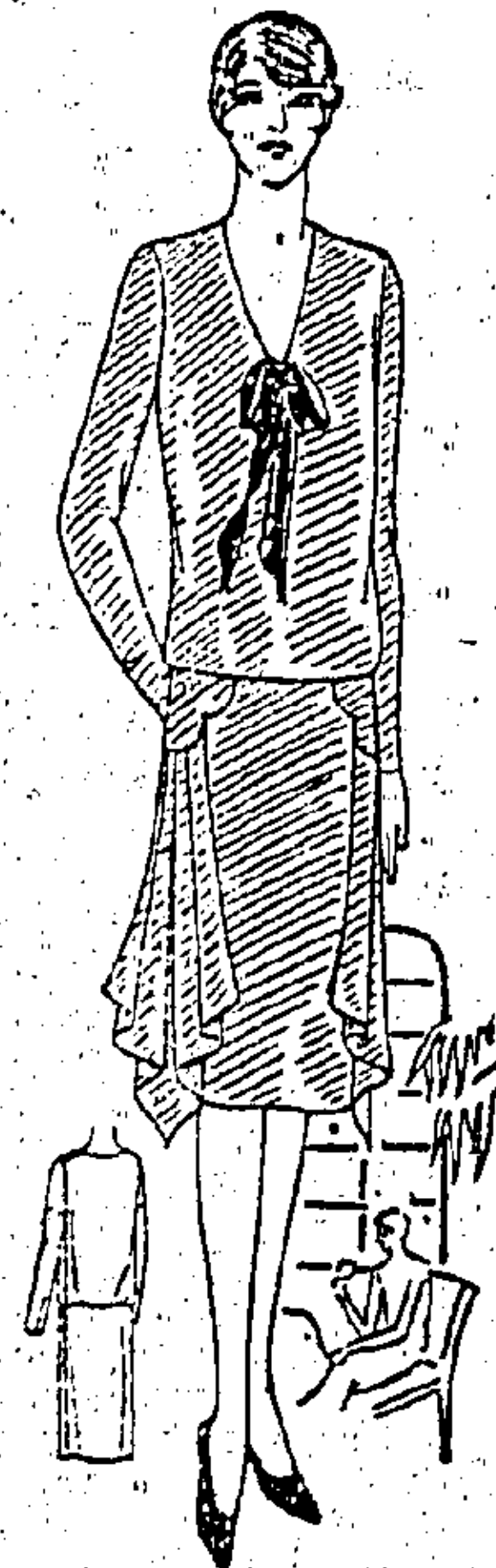
What, then, will be the next craze? Will it be roller-skating, some younger and less pleasant and healthful form of exercise, or a pastime that calls for little physical exertion, or practically none at all?

### FASHION NOTES FOR 1929.

Short jackets go with every type of frock.

New dress materials include crepes, satins, and chiffons. Skull-tight hats of tricolette and crochet straw.

## FAVORITE FASHIONS By SIMONE



This model achieves the desired vertical line through attached panels at each side of front of the skirt, and is further distinguished by elegance through the hips. It is flattering in its individual and severely simple line. Black lustrous crepe satin, dull silk crepe in soft brown shade with matching sheer velvet tie and Royal blue crepe Roma are suitable.

Brims slashed over one eyebrow and draped at odd places. Straight-line coats and elaborate cuffs.

Waistlines at top of the hip.

### Your Home and Mine.

#### ROUGHENING DIET.

Dieticians have been constantly urging us for the last few years to look to our health in the matter of breads and cereals.

It is true that we have got very far away from the pre-civilized diet of natural foods. Modern manufacturing methods have made possible the refining and over-refining of foods to such an extent that if we expect our "system" to function as it should, we are forced to get our "roughage" by a conscious effort. It must be added to our regular foods, instead of being taken in as a part of them.

Of all health campaigns, this is the one that has produced the most widespread and lasting results. Bran cereals are found on the pantry shelf of almost every home, and wholewheat bread has become a national institution.

But aside from the health angle, these products are generally liked for themselves, and can be used in making delicious muffins and breads. In addition, they can be obtained in a prepared powdered form, for use as a beverage.

Bran muffins are especially good when raisins or dates are added to the ingredients. Serve them hot with butter. The following is a recipe:

Cream four tablespoons of shortening and one-half cup sugar, and add two eggs. Mix and sift two cups flour, one teaspoon soda, two teaspoons baking powder, one-half

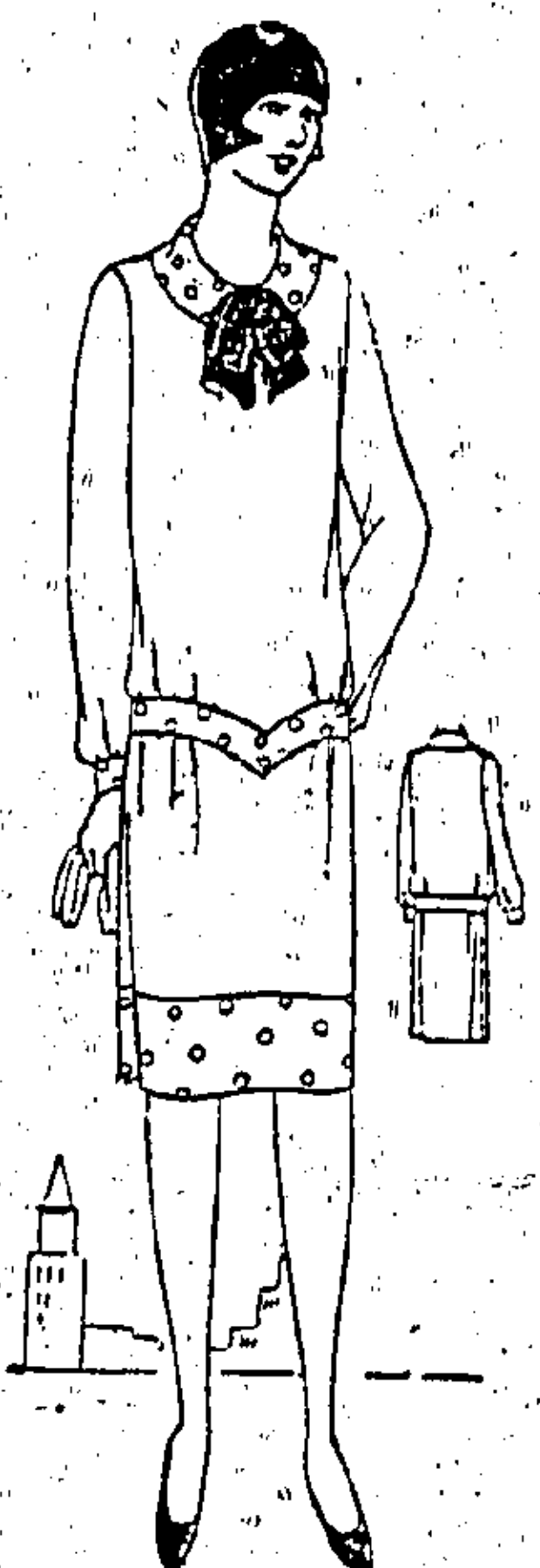
teaspoon salt. To the creamed mixture add two cups bran, two cups sour milk, alternating with the sifted dry ingredients. Bake in a greased muffin pan for about twenty minutes. This quantity makes enough for two dozen muffins, which can be reheated the day after.

Bran can be added to griddle cake batter. Use one cup of bran to one cup flour. Mix the flour with a little sugar, two teaspoons baking powder, and add the bran. Beat two eggs with one and one-half cups milk, add salt, and add to the dry ingredients. Add one tablespoon melted shortening last. Beat thoroughly, and fry on a hot griddle.

Bran is considered by many an improvement to brown bread. The following is a recipe:

Mix together two cups bran, two cups sour milk, and one cup of raisins. Then add two tablespoons molasses, one cup sugar, and two cups flour, which have been sifted with two teaspoons soda and one-half teaspoon salt. Put into a greased tin, cover tightly, and steam for three hours.

It is a reassurance to know that so many recover altogether, and that so much of what appears to be permanent paralysis disappears in time.



*Simplicity is the keynote of this dress of blue jersey with its trimmings of jersey printed with bright rings, and tie of bright red crepe de chine. Designed for a school girl it would be equally smart and practical carried out in light-weight tweed in a brown and beige check pattern, with pieces cut on the bias for trimming and a brown silk tie printed with black dots.*

### HEALTH TALKS.

#### INFANTILE PARALYSIS.

Infantile paralysis is an infectious and communicable disease caused by the invasion of the central nervous organs—the spinal cord and brain—of a minute microorganism.

The virus may be located in healthy persons and such contaminated persons, without falling ill themselves, may convey the infection to other persons, chiefly children, who develop the disease.

At least 50 to 80 per cent, or even more, of individuals infected with the microorganism do not develop paralysis in any form. In some of them there will be a high temperature with a sore throat or nasal symptoms or a gastro-intestinal disturbance of a few days duration, followed by complete recovery. These undiagnosed cases, are the most dangerous cases, in so far as the public is concerned, because they are potential spreaders of the disease.

Individual susceptibility varies. Not all children and relatively few adults are susceptible to infantile paralysis. Young children are more susceptible than older ones; but no age can be said to be absolutely insusceptible.

Fortunately, only a very small number of those attacked are left severely and helplessly crippled. (Continued at foot of next column.)

JOSEPH M. SCHENCK presents

# Norma TALMADGE

in HENRY KING'S PRODUCTION

## "The WOMAN DISPUTED"

WITH GILBERT ROLAND

TO KNOW LOVE—SEE THIS THRILLING DRAMA!

CAN A PLAYTHING OF MEN FIND AND HOLD TRUE LOVE?

Thrillingly, daringly, movingly vivified by Norma Talmadge in her greatest picture!

ADDED ATTRACTION

THE ORLOFF BROTHERS SELECTIONS ON THE HALLALAKA AND STEEL GUITAR.

AT THE QUEEN'S FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20.

A PICTURE OF YOUTH—The love story of Dolores, a teasing, tantalising, tango-dancing cabaret girl!

# Norma TALMADGE

with NOAH BEERY GILBERT ROLAND

## "The Dove"

AT THE WORLD TO-DAY AND TO-MORROW

Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15

SMART AND SNAPPY FRENCH FARCE with the delightful comedienne at her best!

# BEBE DANIELS

IN

## STRANDED IN PARIS

AT THE STAR TO-DAY at 2.30 & 5.30 Only. TO-MORROW at 2.30 & 5.30 Only.

TO-DAY at 9.15, Miss V. CAPELL'S Dancing Display.

A VIVID SCREEN VERSION OF GOETHE'S IMMORTAL DRAMA!

# FAUST

SHOWING QUEEN'S TO-MORROW AT THE QUEEN'S TO TUESDAY

CINEMA NEWS.

"TEMPEST" COMING TO QUEEN'S.

"Tempest," the new John Barrymore picture for United Artists, will begin a four day run at the Queen's Theatre on Wednesday. "Tempest" is a picture in a modern setting of twentieth century Russia. John Barrymore has the role of a devil-may-care subaltern whose affairs of heart and sword lead him into some strange adventures. The early sequences show the pomp and luxury of the Empire. Among the supporting cast are Louis Wolheim, Camilla Horn, the German star who went to America to become Barrymore's leading lady; George Fawcett, Ullrich Haupt, Boris de Fays, who also travelled from Europe, especially to appear with Barrymore; Lena Malena and Albert Conti.

THE "SIVA SIVA" AND KNIFE DANCES.

To-morrow at Star.

Madame Claude Reviere and her troupe of Native Samoans have arrived in Hong Kong to fulfill an engagement at the Star Theatre, commencing to-morrow at 9.20 p.m. They will give a programme of music and dances, including the South Sea Islands and the famous Knife War dance and the famous "Siva Siva." The troupe was received with great enthusiasm in Honolulu where an extensive engagement was secured. Among the notables who have witnessed and praised the entertainment are the Crown Prince of Sweden, and M. Paul Claudel, the French Ambassador to America. Seats may be booked in advance at Moutrie's or the Star Theatre at the popular prices of \$2 and \$1. A short picture programme will precede the dancers.



## New Underwear

These lovely under-garments are made of artificial silk and cotton.

They have a beautiful lustre—wear extremely well—and retain the lustre and soft finish after continual washing.

Stocked in Vests, Drawers and Combination suits in Ivory, Flesh and Pale Blue.

Vests or Drawers ... \$4.00

Combination suits... \$7.50

Less 10% discount for cash.

"AERTEX" "MERIDIAN" and "JAEGER"  
Underwear in Vests, Drawers, and Combinations.

**Mackintosh**  
MEN'S WEAR SPECIALISTS & Co. Ltd.  
ALEXANDRA BUILDING. DES VOEUX ROAD



OPENING AND CLOSING FACILITATED BY

NEW SCREW CAP

Simple  
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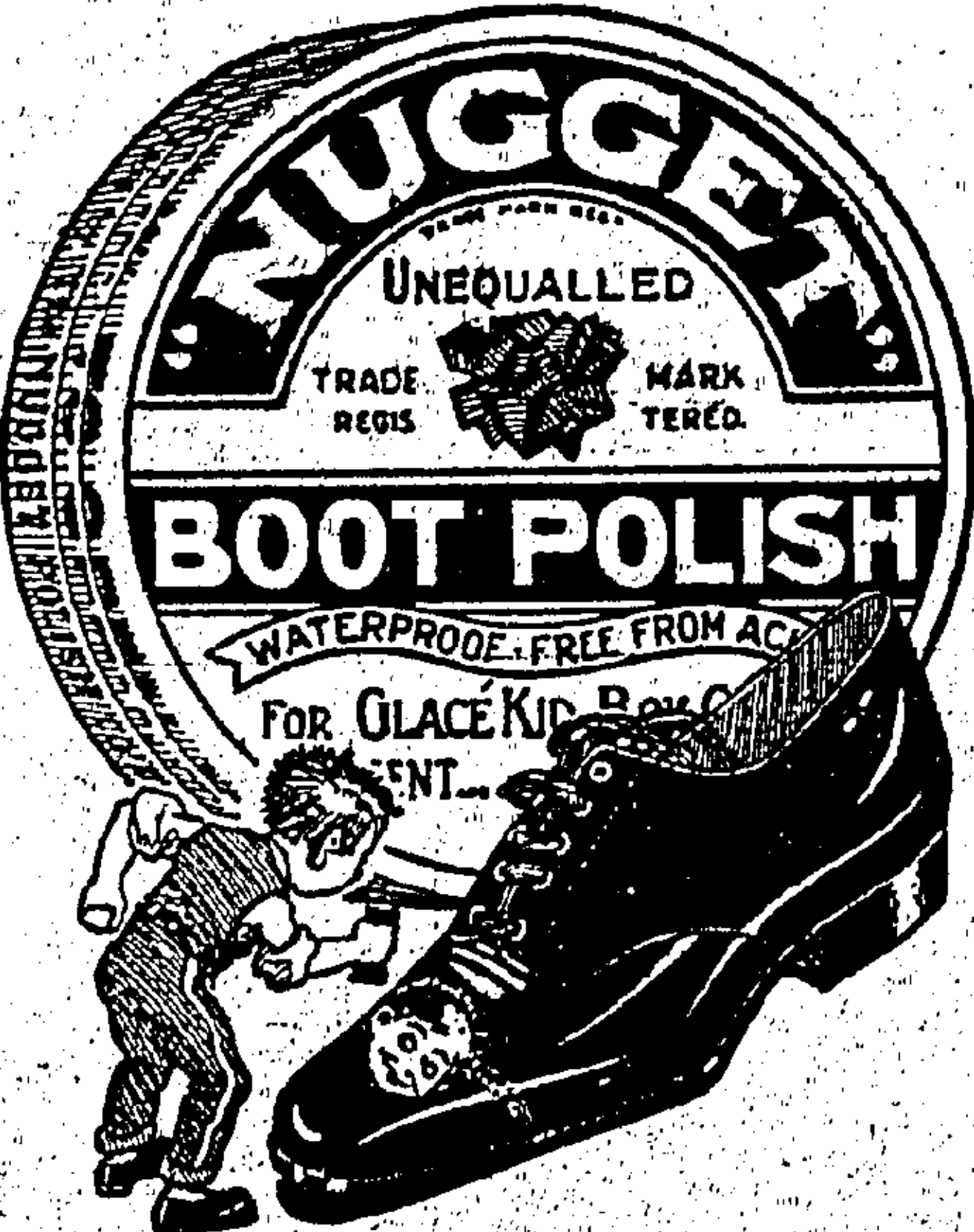
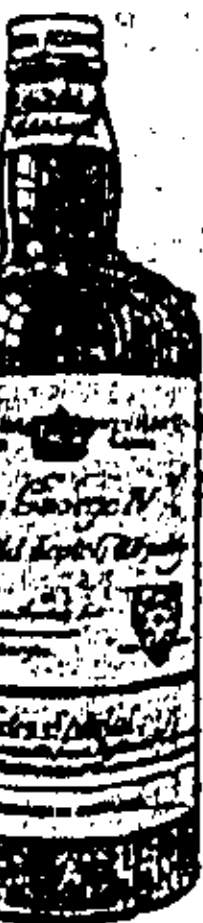
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Possibility of leakage  
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## HONG KONG TRAMWAYS, LIMITED.

REVENUE \$1,955,000; PROFIT \$970,000.

"UNDENIABLE SUPERIORITY OF TRAMS OVER  
"BUSES."

### COMPETITION FACILITIES CRITICISED.

The annual meeting of the Hong Kong Tramways, Limited, was held yesterday morning in Jardine, Matheson's Board Room. There was a large attendance and the Chairman's speech dealing with the question of tram versus bus was listened to with deep attention.

Mr. B. D. F. Beith (Chairman) detailed first the five factors which had contributed to the decline in the traffic receipts of the Company during the last quarter of 1928, with particular emphasis on the competition by motor buses run by the Hong Kong and Shanghai Hotels, Ltd.

The Tramway Company had, he said, made several unsuccessful applications to the Hong Kong Government for permission to run a bus service along Queen's Road.

Reference was made to a decision of Parliament in the Notts and Derbyshire Tramway Company's Act last year which provides that the new trolley omnibus routes are not to be subjected to competition so long as efficient service is given.

The "unquestionable superiority of Trams" was illustrated by reference to Liverpool and Manchester. In the latter city it had been stated by the Manager of the Tramway Company that it cost no more to operate a 70-seat tram-car than a 35-seat bus.

Mr. A. H. Ferguson, seconding the proposal to adopt the report and accounts, pointed out the public service given by the Company in the maintenance of roadways over which they operated, which he emphasised were particularly damaged by heavy vehicles.

### TRAMS VERSUS MOTOR BUSES.

#### CHAIRMAN'S SPEECH.

Addressing the meeting the Chairman said:—

Traffic receipts for the year again constitute a record. This is due to remarkably good traffic receipts during the first eight months of the year. The receipts for September were about equal to those of September, 1927. The receipts for the last quarter of the year, however, were less satisfactory than in the corresponding quarter of 1927.

#### Five Adverse Factors.

There have been various influences that have contributed to the decline in the traffic receipts during the last three or four months of the year. I refer chiefly to:—

- 1.—Fewer people in the Colony. The decline in the sale of our military tickets alone is 160,000, i.e., a drop of 25 per cent. compared with 1927.
- 2.—The Ming Yuen Gardens, which used to attract a large number of people has been more or less closed throughout the year. Similarly, the Lee Gardens which brought us considerable revenue in 1927 and the early part of 1928 has been comparatively moribund during the last six months.
- 3.—The enormous increase in the number of public hire cars at very low rates. It is a common sight—especially on foot-ball days—to see 2 or 3 people going to or returning from Happy Valley in a public motor car.
- 4.—The loss of traffic consequent upon the closing of the two Sugar Refineries for a considerable period of the year.
- 5.—Motor bus competition.

Should these adverse factors continue shareholders will realise that the tramway business in respect of the present year will be less than during the year under review.

#### "THE QUEEN'S ROAD CONCESSION."

On October 15th last year a motor bus service was commenced by the Hong Kong and Shanghai Hotels, Ltd., between Causeway Bay and Whitty Street via Queen's Road. This was subsequently extended to either end to Tai Hang Village and Kennedy Town respectively. As shareholders are aware, this route—due to the topography and general configuration of our Island Colony—has the advantage of being the natural East to West artery and is a shorter and straighter thoroughfare than that followed by the tram track.

The length of route over which this tram and bus competition extends is about 4½ miles and it is, therefore, not surprising that our first-class receipts have declined during the last few months.

Shareholders will, I feel sure, want to know why this important and advantageous route which may be termed the "Queen's Road Concession" was not granted to this Company.

#### Applications to Government.

In reply to that I can only say that we applied to the Government four years ago for authority to provide either a motor bus or a trolley bus service along the route in question and that Government replied (in March, 1925) to the effect that Queen's Road was too narrow and

that "the present tramway supplemented by jimmicks appears to be sufficient."

We applied again in August, 1927, but received only a formal acknowledgment.

Feeling that it was only Queen's Road West that was regarded as too narrow we applied on February 24th, 1928, to operate a service between Blake Pier and Tai Koo via Queen's Road Central, Queen's East and Caroline Road but this too was turned down.

In June last, however, our application for powers to run buses anywhere along our own tram routes was sanctioned. We can, therefore—if it is thought desirable—run buses to and from Tai Koo, but not via Queen's Road.

#### Permission—for a Lean Route.

An order was placed for six 25-seater buses as soon as we were certain we should be permitted to run them and these were put on the road on November 5th. At the outset they operated along the tram track between Western Market and Happy Valley but, later, the Captain Superintendent of Police gave us permission to deviate somewhat from the tram track and from November 10th the buses have been maintaining a service between Wing Lok Wharf and Happy Valley via Connaught Road, Murray Road, and thence along the tram track and Wanchai Road. Recently we have been authorised to operate buses along the 7½ ft. road on the Praya East reclamation and a further order for buses was accordingly placed last November. Compared with Queen's Road our bus route is lean but having regard to the short time we have been running and the general circumstances the Directors are able to report that whilst earnings so far are not large the results are not considered unsatisfactory.

Before leaving this section of my speech it may not be out of place to say that on the occasion of the visit of the Japanese fleet last year—as our contribution towards the entertainment of the Colony's guests—we gave 25,000 free rides on the tram-cars to the Japanese sailors.

#### "UNFAIR AND UNNECESSARY COMPETITION."

I feel sure shareholders on this occasion would like to hear something about what is going on in other parts of the world in connection with competitive transportation and the like and how the question is being dealt with. I therefore, propose to deal briefly with the subject of unfair and unnecessary competition to-day on general lines rather than with other less interesting matters in connection with your Company. I say unfair competition because this Company has, during its quarter of a century of operation fully carried out its obligations. Improvements have been and are being constantly made in the cars and track and general service; in fact, during the past ten years alone the amount of capital spent in extending the requirements of public service in this way is no less a sum than \$2,500,000. We not only carry passengers at much less than the fares specified in the Ordinance but carry them for such a long distance at a fraction of the cost that no bus Company could possibly achieve and remain solvent. We maintain (which otherwise the Government would have to maintain) large portions of the main roadway between Shaukiwan and Kennedy Town and in the last two years

alone we have paid about \$100,000 in Royalty to the Government. To those who may think that competition in public utility concerns such as gas, electricity and transportation is good I would say that this is not the view of the ruling authorities in England to-day. So far as transport is concerned I will refer to one or two specific cases.

#### Bus v. Tram Controversy at Rome.

The first is Oxford where there are buses but no trams. The buses are operated by a private company who pay the City authorities very considerably less than we pay in Royalty to the Hong Kong Government and in return the Company has a monopoly. This arrangement has the authority of an Act of Parliament behind it.

The second case is the decision of Parliament in the Notts and Derbyshire Tramway Company's Act last year which provides that the new trolley omnibus routes are not to be subjected to competition so long as an efficient service is given. Six other tramway companies are applying in the next session of Parliament for similar provisions.

#### Decision of Parliament.

The decision of the House of Commons on the Notts and Derbyshire Tramway Bill is so significant and important that I will read the verbatim report (from Hansard July 3rd, 1928) of the Minister of Transport's speech on the second reading.

Colonel Ashley, M.P. "After all, whether they are private companies or not, I am sufficiently an individualist to think that you should not debar a private company because it is a private company from sharing in certain privileges which are given to municipalities, provided that that private company carries out its obligations and gives a good service to the community. One of the duties which I have to perform is to look after the interests of municipalities in their own area when they are challenged as to their road transport systems by outside private enterprises. If they refuse to allow private competition with their own municipal tramways it is my duty, if there is an appeal made to me, to decide whether they are justified in refusing. I personally, always take into consideration whether the municipal tramway is giving an adequate service, and, if it is giving an adequate service, it weighs very much with me in favour of my coming down on the side of protecting the municipal tramways."

#### "Wasteful Competition."

In the same way, if the duty is put upon me to decide if an adequate service is being given by this private company, I cannot see why I should not take into consideration the activities of the Company and the efficiency of the Company, and if the service is efficient, I do not see why it should be necessary to have an undue number of vehicles on the road. Wasteful competition, surely, I should think all hon. members would desire to see eliminated. We should keep private enterprise and municipal enterprise out of our minds, and decide what is best in the interests of the community. If we do that, then surely Clause 37, although I am not saying it is a perfect Clause, might be accepted. It says that if this Company gives an efficient service on certain routes, and if the Minister, in the exercise of his discretion and doing his best to come to a right decision says that they are giving an efficient service, other people should be debarred from running services in competition, just as has been done in the case of municipal services.

#### Ministry of Transport and Monopolies.

It may not be generally known that the Ministry of Transport is not opposed to monopolies in Urban transportation where that monopoly is in the hands of a Statutory Company such as the Hong Kong Tramways, Ltd. On the contrary, the Ministry is encouraging co-ordination all over the country. In London itself will shortly be found the greatest passenger transportation combine in the world. The capital will be in the region of £100,000,000 and will include the tubes, tramways and omnibuses throughout greater London.

#### Co-ordination Rather Than Competition.

In other cities of the world, notably Paris, Berlin, Belfast, Boston, Philadelphia and Sheffield, fusion of interests and co-ordination rather than ruinous competition has been effectively established. In Sheffield indeed the City authorities have come to a working arrangement with the L.M. & S. and L. & N.E. Railways so far as motor bus services are concerned.

In the cities I have mentioned the advantages to be derived by the public from co-ordination of services is realised by the responsible authorities. It is also becoming increasingly recognised by the man-in-the-street that unrestricted competition eventually leads to starvation of the competing agencies, which ultimately results in poorer service and higher fares.

(Continued on Page 5.)



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TED HUGH HATTERS

Freshmen Hop—Fox Trot With Vocal Refrain  
A Bag of Blues—Fox Trot  
JACK PETER AND HIS PETS  
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My Blackbirds Are Blackbirds Now—Fox Trot  
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DON'T BE LIKE THAT—Fox Trot With Vocal Refrain  
JEAN GOLDKETT'S ORCHESTRA  
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Me and the Man in the Moon—Fox Trot With Vocal Refrain  
My Troubles Are Over—Fox Trot With Vocal Refrain  
TED WEEMS AND HIS ORCHESTRA  
No. 21809, 10-inch

My Inspiration Is You—Fox Trot With Vocal Refrain  
NAT SHILKETT AND THE VICTOR ORCHESTRA  
Everybody Loves You—Fox Trot With Vocal Refrain  
JACQUES RENARD AND HIS ORCHESTRA  
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#### WILLS AND PROBATES. TWO CHINESE ESTATES.

Letters of administration have been granted by the Supreme Court to Mr. Horace Lo, of Messrs. Lo and Lo, in respect of the estate of \$46,900 left by Mo Chun; otherwise Mo A-Chun, who died intestate at No. 24, Elgin Street, first floor, on April 4th, 1927.  
Mr. Horace Lo is the guardian of testator's daughter, Rose Perry, trust for the children.

at present a minor.  
A clerk employed by the Asiatic Petroleum Co., Ltd., Fung Yik Sham, alias Fung Lan Au, alias Stephen Fung, who died at No. 6, Ying Fai Terrace, on October 13th, 1928, left estate in the Colony amounting to \$9,000.

Probate has been granted to Yuen Chai Fai, No. 30, Leighton Hill Road, and to Mr. John Fung. Everything is bequeathed to the widow, Ling Shi, to be held in trust for the children.



## MARSHAL LI TSAI HSIN DENIES RUMOURS.

NO DISAGREEMENTS IN NATIONALIST CAMP.  
THE HUNAN TROUBLE A LOCAL AFFAIR.

## POSITION OF FENG YU HSIANG EXPLAINED.

There has been an undercurrent of apprehension in Canton since the Hankow political coup which drove General Lu Ti Ping from the Province. Rumours are also more prevalent than usual about disagreements at Nanking. Canton is notoriously a place for canards of this kind and the present crop is only noticeable for the fact that it is having some effect in financial circles and is one of the causes of the unusually high rate of exchange between Hong Kong and Canton. The Hong Kong dollar was recently fetching \$1.33 Canton money and various Government bonds have fallen in value. The Second Issue were recently at 33 per cent., but yesterday they were as low as 30 per cent. Central Bank of China notes, however, remain at par and are in great demand.

### IMPORTANT STATEMENTS BY LI TSAI HSIN.

Marshal Li Tsai Hsin in an interview with local pressmen said that the trouble in Hunan was purely a local matter. He scouted the idea of discussions at Nanking and assured the deputation that all the Nationalist leaders were working in harmony for the good of the Republic. He viewed the whole situation in China optimistically and was equally confident about the forthcoming Kuomintang Conference at Nanking. Marshal Li firmly denied that Feng Yu Hsiang had invited Wang Ching Wei to return. Feng had in fact taken the opposite line.

Marshal Li, in conclusion, said he expected to divide his time between Canton and Nanking.

## LI TSAI HSIN AND HIS COLLEAGUES.

(FROM OUR CHINESE CORRESPONDENT.)

"Is it true," the interviewer asked Marshal Li Tsai Hsin, "that leading military and civil officials of the two Kwang Provinces held a secret conference in Kwangsi after you had completed the obsequies of your mother? According to common rumour the conference was discussing ways and means of meeting the general situation in North China."

"When I was in Kwangsi recently," the Marshal replied, "several of the chief officials of the two Kwangs including General Wong Shiu Hing, Messrs. Fung Cho Man, Tang Shih Tang, and others joined me in my native town and offered sacrifices to my deceased mother. It is also true that we held a conference, but what we were discussing were plans for demobilization in the two Kwangs and the question of the unification of finances. The conference had absolutely nothing to do with the situation in the North; and there was nothing secret about it."

"When you last left Nanking for Canton," the interviewer said, "several other leaders left at the same time. Rumours were rife that these leaders were at variance with one another. What was the cause for all this?"

"That was immediately after the Army Disbandment Conference," Marshal Li replied. "The military leaders were merely going back to their respective provinces to carry out the decisions of the Conference. The leaders had come to a satisfactory agreement, and I can assure you that nothing extraordinary is likely to happen."

"A few days ago a wire from Shanghai stated that Marshal Feng Yu Hsiang had despatched a cablegram to Wang Ching Wei inviting him to return to China to attend the Third Kuomintang Conference. Have you received any official intimation of this?"

"I have received no such report from the North," the Marshal replied. "I do not think that Marshal Feng did anything of the sort, it was only a newspaper report. But it is true that a group of members of the Provincial Kuomintang of Shantung and Kiangsu cabled Wang Ching Wei, inviting him to come back for the Conference. It is probable that the two things got mixed. I have received a personal cable from Marshal Feng denying that he had ever sent any such cablegram to Wang Ching Wei. In fact Marshal Feng has expressed himself very forcibly on the actions of the Provincial Kuomintang in question, to the effect that their actions were not in accord with the policy of the Central Executive Committee and he suggested that they should be severely punished. I hope this will show the truth of the attitude of Marshal Feng in this matter."

"Do you think," the interviewer asked, "the Third Delegate Kuomintang Conference will assemble at the scheduled time and will you attend the Conference?"

"Yes," the Marshal replied, "the Conference will undoubtedly meet as arranged and as I shall be leaving Canton for Nanking some time next week."

"It is reported that the Extremist members of the Kuomintang are trying to stage a 'come back' through the coming Conference. Should they succeed what would you and the majority of moderate men do?"

"Well," the Marshal replied, "they can do what they like. But I am sure justice will prevail at the coming Conference and that right will win in the end."

"Will the resignation of General Pei Chung Hsi at this time have any effect on the general situation?"

"No," was the reply, "his resignation is due to sickness."

### THE HUNAN TROUBLE.

"What is the real nature of the recent trouble in Hunan?" the interviewer asked. "Have you received any official report of the coup and were the newspaper accounts correct?"

"I received a report from the Hankow Political Council stating that the coup resulting in the ousting of Lu Ti Ping from Hunan was because he refused to take orders from the Council and the Commander-in-Chief. The trouble was a local matter and was dealt with locally. It has nothing to do with the general situation of the country."

"We understand," the interviewer said, "that demobilization is already being carried out in the Leung Kwang Provinces. When will the Headquarters of the 8th Military Route be abolished and reorganized as the Demobilization Office for the two Kwangs?"

"The disbanding of superfluous troops is being carried out independently in the Leung Kwang Provinces. The reorganization of the Headquarters of the 8th Military Route will depend on orders from the Central Government."

"It is reported that the Canton Political Council will be abolished next week. Is this true? If so, what sort of organization will be set up in its stead?"

"Whether or not the Canton Political Council is abolished and replaced by another organization," Marshal Li replied, "depends upon the Central Government. So far no orders have been received from Nanking."

"Should the Canton Political Council be abolished, will you continue to remain permanently in Canton, or will you stay in the capital? That is a matter of great importance to the people of the two Kwangs."

"That will again depend upon the orders of the Central Government," the Marshal replied. "Very likely I shall divide my time between Canton and Nanking."

## HONG KONG TRAMWAYS, LTD.

### THE ANNUAL MEETING.

(CONTINUED FROM PAGE 1.)

### "UNQUESTIONABLE SUPERIORITY OF TRAMWAYS."

To those who honestly think that the doom of the tramway is imminent let me commend a fresh perusal of Mr. Bernard's speech in this room at the annual general meeting in 1928. What he told you then regarding the unquestionable superiority of tramways over motor buses for mass transportation in large towns, is just as true and unassailable to-day, and I do not propose to labour this except to re-assure you by making two brief references to hard-headed Lancashire.

The Liverpool Corporation Tramways for the year ended March 31st last after meeting all charges, and operating at exceedingly low fares contributed £115,000 out of their profits to the relief of the rates. In October last the Minister of Transport visited Liverpool and performed the opening ceremony of a new tram car works which is probably the largest and best equipped in the world and has been built at a cost of £200,000.

### Costs Compared.

The other reference is to Manchester. In a recent address to the Manchester Rotary Club the Tramways Manager said that it cost in that City 0.21 pence per seat-mile to carry a passenger by tram-car and 0.46 pence per seat-mile by bus, or roughly as one to two. In other words it cost him no more to operate a 70-seater tram-car than a 35-seater bus. He concluded by saying that the Manchester Transport Committee was "prepared to adopt any means at once economical, expeditious, comfortable and safe, whatever it might be for the passenger transportation of the City. Their adherence to the tramway for the public conveyance of industrial communities arises not because it is a tramway but from an assured knowledge that at the present time no other vehicle is available that can supersede it on its essential merits."

### No Dividend for Eight Years.

One point in connection with the Hong Kong situation which should be borne in mind is that for the first eight years of this Company's existence no dividend was earned, but the Company—confident of Hong Kong's future development—was undaunted and carried steadily on. Whether this would have been the case had your Board, of, say 20 years ago, supported the after building up a thriving business and after 24 years of operation they were to be attacked on the most remunerative section of their system, is doubtful. At any rate there would have been incorporated in the Ordinance a clause which would have afforded them some measure of protection just as Clause 97 of the Tramway Ordinance affords the Government and the public protection and redress in the event of inefficient or insufficient service by the Company.

### A FOOTING IN KOWLOON.

Although I am dealing with the year 1928 shareholders will be glad to know that the Company has obtained at reasonable cost—a footing in Kowloon by the purchase of the Kai Tak Motor Bus Co., which we commenced to operate with the approval of the Government—as from January 1st this year. Thus we have had exactly two months' experience of working this small undertaking and shareholders will be pleased to hear that so far—the expenses have been less and the receipts have been greater than we estimated. The fleet comprises 16 vehicles—fortunately all of one make, and a very good make—but this number will be increased very shortly, indeed four new chassis for our Kai Tak service are due to arrive here from England to-day and we have been authorised by the Police Authorities—as soon as these new buses are available—to extend our present service in Kowloon by operating on Route No. 9 which is during rush hours along Nathan Road between Star Ferry and Mong Kok Police Station. Hitherto the activities of the Kai Tak Motor Bus Co. have been confined to routes which did not include any part of Nathan Road.

### THE ACCOUNTS.

With regard, now, to the accounts of this year. A new item appears for the first time in the balance sheet presented. The assets include the item "Motor Bus account \$38,861.55." This, of course, relates to the six buses on the Happy Valley-Connaught Road route to which I have already made reference and includes in total, the depreciated value of the vehicles, their stores, equipment, etc., the working balance and sundry items.

Total revenue \$1,855,914.34. The year, inclusive of interest and investment income shown in profit and loss account, has yielded a total revenue of \$1,855,914.34 and this is \$75,329.94 more than in 1927.

At the same time it will be understood working expenses also tend to increase. We have had in operation more cars and worked a larger mileage than in any previous year and necessarily employed more labour, and in keeping with the requirements of the continued efficiency of your undertaking, a very full repairs and renewals programme has been maintained.

The balance of these several increases to both sides of account is on the credit side but you will observe in the depreciation item that for various reasons it has been considered expedient this year to charge a figure that exceeds last year's by over \$17,000.00. After allowing \$49,176.69 for Government Royalty, the net result for 1928—namely, a profit of \$970,940.33 as shown in the report of the Directors—amounts, therefore, to \$11,897.43 less than in 1927.

Including the balance brought forward the sum now available for appropriation, after deducting \$200,000 for interim dividend already paid and \$68,000 written off against the item goodwill and construction expenses, is \$765,739.17. The Board recommends the payment of a final dividend of 80 cents per share, which will absorb \$520,000, and carrying forward the balance of \$245,739.17 to next year. This, making a total dividend of \$1.40 per share, is the same as for the previous year.

I do not think there is anything further requiring special comment and I now beg to propose:— "That the report of the Directors and statement of accounts for the year 1928 be adopted as presented and that a final dividend for the year of 80 cents per share is hereby sanctioned."

When this has been seconded I shall be pleased to answer to the best of my ability any questions which shareholders may wish to ask.

MR. A. H. FERGUSON.

### AN ARCHAIC ACT.

In rising to second the adoption of the report and accounts, Mr. A. H. Ferguson said:—I wish to call attention to one or two points to which insufficient attention appears to have been paid. The first is the question of road maintenance. It is not sufficiently realised to what a great extent tramways relieve local road costs. Tramways are operated under an archaic Act of 1870 which requires that damage which at that time was caused by the hoofs of horses which pulled the trams should be made good by the tramway operators. In Great Britain and Hong Kong this ancient and indefensible clause still obtains, and the paving of the two tramway tracks in addition to the paving of the clear-way between, and also margins of 18' on either side of the two tracks must be carried out and maintained by the tramway proprietors in spite of the fact that the wear and tear is caused by other (and possibly competing) vehicles. In America this anomaly has been rectified in a number of cases, and relief from what is known as the "paving burden" has been obtained in many towns.

In this connection my attention was recently drawn to a letter which appeared in the London Observer of January 13th last on the Tram v. Bus controversy and in that letter it was stated that it cost the London County Council no less than £250 per tram per annum to maintain the surface of the streets in which their rails are laid, as compared with only about £100 licence duty paid by the bus.

### Road Surface Repairs.

In Hong Kong, therefore, since the licence duty is only about 25¢ per bus, I do think that in view of the Royalty this Tramway Company pays annually to the Government and the further large contribution it indirectly makes in relieving the Colony of considerable road surface expenditure, it should have been considered and consulted before any other Company, when the desirability of motor buses along Queen's Road became apparent to the Government. The argument that the competition which we see to-day between the Hotel Company and the Tramway Company is fair competition is not tenable. (Hear hear!) To be absolutely fair it seems to me the Tramway Company should be allowed a considerable reduction in the terms of their street surface maintenance, and in the sense of equality it appears only right that in the matter of payment of Royalty the Bus Companies and the Trams should be brought more into line.

### Hotel v. Tramway.

It has been difficult for me to understand why the Hong Kong Hotels, Ltd., should have obtained the Queen's Road franchise and I am glad to have your assurance, Sir, that the Tramway Company is in no way to blame. It is only reasonable that the Hotel Company for their patrons at Repulse Bay, should arrange transport to and from town or between their two hotels on the Island, but I can see no more justification in the Hotel Company operating buses in open and deliberate competition with the Tramway Company (and more especially along a parallel route) than

## A TENANCY DISPUTE.

### MORE MONEY OFFERED TO GAIN POSSESSION!

Alleging that her sub-tenant had offered more money to the landlord than she was paying in order to get possession of the house, a Chinese widow, who was the principal tenant of No. 83, Main Street, Aberdeen, brought an action against the Kwong Shum Tong shop and a man named Lo Ho at the Summary Court yesterday for the recovery of \$84, being rent due.

The plaintiff, Ip Mee, said that she was the principal tenant and that she sub-let the whole of the ground floor to the defendant at the rate of \$16 a month. She herself occupied a cockpit on the first floor.

She received verbal notice from the landlord to vacate the premises and she believed that the sub-tenant had offered more money to the landlord for the house. When she gave up the tenancy, the defendant owed her the amount claimed.

Defendant's story was to the effect that plaintiff owed rent to the landlord, and that the landlord had instructed him to let him know when he paid the plaintiff. He said that he paid \$83 to the landlord on plaintiff's behalf and he professed not to know why he had been sued.

His Lordship said that he could not believe that the plaintiff was present when defendant paid the rent to the landlord. Furthermore if the plaintiff owed rent to the landlord, he could have recovered it from her. Judgment was accordingly given to plaintiff on the amount claimed with costs.

## THE "INSTITUTION" DANCE.

### ENJOYABLE "CINDERELLA" AFFAIR.

The members of the Institution of Engineers & Shipbuilders frankly and freely forsook their austerity, eschewed lectures on Lubrication and other abstruse subjects and just frolicked last night.

Their frolic took the form of a Cinderella Dance in the newly decorated ball-room of the Institution. The reason of this outbreak of gaiety was to show their friends that a comely little Club it was—before the local steam launches do their deadly work of covering everything with their sombre grey smoke clouds.

Over a hundred people assembled and danced to the strains of delightful music provided by the Brunswick Orchestra.

Mr. Willie Brown was M.C. and under his supervision everything went like the proverbial wooden-clock, which recorded the time all too quickly, like the speedometer of the new taxi-cabs, so that midnight overtook the revellers unawares and many regrets were expressed that it was time to go home.

The catering was in the capable hands of Messrs. Lane, Crawford & Co., and the wine cellar, in the veteran hands of Mr. G. J. Harman, provided the most delightful of refreshments.

In the Tramway Company building an Hotel and competing with the Hotel Company. We are a small and perhaps unimportant community, Gentlemen, but while we are here let us confine our energies to our appropriate spheres of activity. As far as I am able to judge the Tramway Company is operating and always has operated its transportation concern admirably just as the Hotel Company has run its hotels admirably, and I suggest that these two companies and the Government get their heads together without delay to see if the matter cannot be straightened out as *prima facie*—a distinct injustice appears to have been done to the Tramway Company. (Prolonged applause.)

### OTHER BUSINESS.

No question was asked and the Chairman's motion was carried unanimously.

Other business transacted by the meeting comprised:— The confirmation of the appointment of Mr. B. D. F. Beith and Mr. J. E. Joseph to the Board and re-election of the retiring directors, Sir Robert Ho Tung and Mr. C. G. S. Mackie—proposed by Mr. J. T. Bagram, seconded by Mr. J. M. Alves.

The re-election of Messrs. Lowe, Bingham and Matthews as auditors, at a fee of \$1,500, until the next annual meeting—proposed by Mr. C. Mancini, seconded by Mr. L. S. Greenhill.

### Those Present.

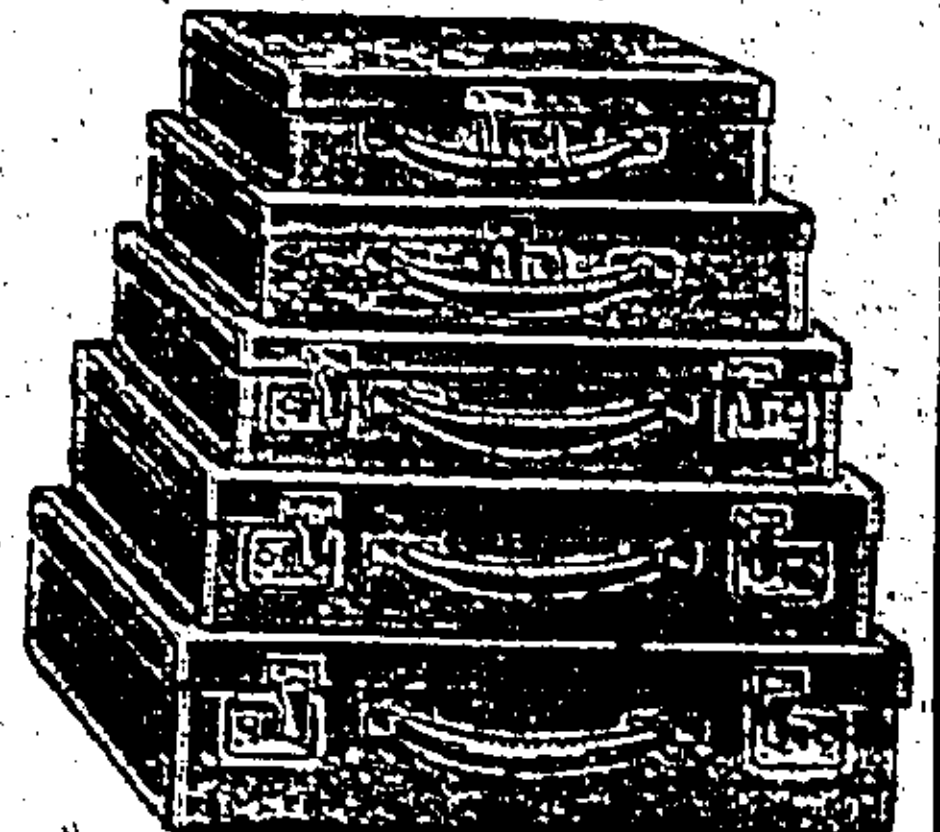
The Chairman was supported by Sir Robert Ho Tung, J.L.D., Mr. C. G. S. Mackie, Mr. A. H. Compston and Mr. J. E. Joseph (directors); Mr. L. C. F. Bellamy, M.C., A.M.I.E.E., M.Inst.T. (general manager) and Mr. W. F. Simmons, F.O.I.S. (secretary). Shareholders present were:— Messrs. J. T. Bagram, A. Nisim, C. Mancini, F. M. Ellis, O. F. Ribeiro, A. H. Ferguson, C. B. Biggs, L. S. Greenhill, J. M. Alves, P. O. Potts, F. H. Crannell, Chua Beng Choo, Joseph Gould, H. S. Hills, O. Kitchell, A. A. Alves, W. J. Stokes, Lennig Wah Hing, S. H. Ross, Lo Kin Fai, A. Murdoch, E. Ezra, A. H. Runjahn, Chan Hau Po, Kwok Sz Loy, and T. G. Weall.

## Wm. POWELL, Ltd.

10, Ice House Street.

We have received a new stock of Travelling Requisites including:

Suit Cases  
Fitted Suit Cases  
Fibre and Leather  
Attache Cases  
Kit and Brief  
Bags  
Writing Cases  
Holdalls  
Linen Bags  
Rug Straps



Key Purses, Pocket Wallets, Hair and Clothes Brushes, Collar and Handkerchief Boxes, Pipes, etc.

We allow 10 % Discount for Cash.

**ELECTRIC RECORDING**  
Without Scratch  
**Columbia**  
New Process RECORDS

**CHOPIN**  
TWENTY-FOUR PRELUDES  
PLAYED BY—  
**ROBERT LORTAT (PIANOFORTE)**  
FOUR RECORDS IN ART ALBUM  
\$11.00 less 10 % discount for Cash.  
**The ANDERSON MUSIC Co., Ltd.**

**Action!**  
PRESS the release on Ciné-Kodak, and keep the play.... in motion.... for all time; snap the switch on your Kodascope projector, and live the game again in the privacy and comfort of your own living room.

The Ciné-Kodak makes movies just as easily as a Brownie makes snap-shots. It requires no tripod and is driven by a spring motor.... easy and economical to operate. Anybody can make movies with the Ciné-Kodak. Let your dealer demonstrate one for you.

**Eastman Kodak Company**  
24, YUEN MING-YUEN ROAD,  
SHANGHAI



## NEW ADVERTISEMENTS.

## THE HONG KONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY GENERAL MEETING will be held at the Company's Office, 11th MARCH, 1929, at 11 A.M. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st DECEMBER, 1928, and electing Directors and Auditors.

By Order of the Board of Directors,  
GURR, LIVINGSTON & CO., LTD.  
Agents.  
Hong Kong, 1st March, 1929. [7469]

## THE HONG KONG &amp; KOWLOON WHARF &amp; GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of Messrs JARDINE, MATHESON & CO., LTD., on THURSDAY, the 7th MARCH, 1929, at 4 P.M. for the purpose of presenting the Report of the Directors and the Statement of Accounts for the Year ended 31st DECEMBER, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th FEBRUARY, 1929, to THURSDAY, the 7th MARCH, 1929, Both Days inclusive.

By Order of the Board of Directors,  
F. H. CRAPNEL, Secretary.  
Hong Kong, 14th Feb., 1929. [7412]

## GREEN ISLAND CEMENT CO., LIMITED.

NOTICE IS HEREBY GIVEN that the 40th ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, 8, CRANFORD BUILDING, CHATER ROAD, Victoria, Hong Kong, on WEDNESDAY, the 13th DAY OF MARCH, 1929, at 4 P.M. for the purpose of receiving a Statement of Accounts and a Report of the Directors for the Year ended 31st DECEMBER, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 11th DAY OF MARCH, 1929, to WEDNESDAY, the 13th DAY OF MARCH, 1929, Both Days inclusive.

By Order of the Board of Directors,  
SHEWAN, TOMES & CO., General Managers.  
Hong Kong, 21st Feb., 1929. [7427]

## HONG KONG JOCKEY CLUB.

## RACE MEETING, 1929.

2ND MARCH, 1929.

THE FIRST RACE will be Run at 12 O'clock Noon. The First Ball will be Run at 11.30 A.M. Each Day.

## MEMBERS' BADGES.

Members' Badges of Admission are now ready and may be obtained by those Members who have not already received them from Messrs. LINTSEAD & DAVIS, ALEXANDRA BUILDINGS.

Members are Reminded that these Badges will also admit them to all the Extra Race Meetings of this Year.

## MEMBERS' ENCLOSURE.

Members have the privilege of introducing Non-members to the Members' Enclosure.

A limited Number of Tickets are available and may be obtained from Messrs. LINTSEAD & DAVIS, ALEXANDRA BUILDINGS, on or before SATURDAY, 23rd FEBRUARY, 1929, at a Cost of \$10 Each Per Day or \$30 for the Meeting.

The Charges for Admission for Ladies to the Members' Enclosure will be \$4 Per Day. Each Member can obtain upon Application to the SECRETARY, Badges for the Admission of Two Ladies Free of Charge.

## PUBLIC ENCLOSURE.

Tickets of Admission to the Public Enclosure, Price: \$3 Per Day for All Persons including Ladies, may be purchased from Messrs. KELLY & WALSH, LTD., or at the Gate.

Soldiers and Sailors in Uniform admitted to the Public Enclosure at \$1 Per Day.

## SERVANTS' PASSES.

Passes for Servants will be issued on Application to Messrs. LINTSEAD & DAVIS, ALEXANDRA BUILDINGS.

Employers are requested to distribute them with discrimination and endorse their Names on the Passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their Employers' Stands.

Any Persons found loitering about with Servants' Passes in their possession will forfeit the Same and will be removed from the Enclosure.

By Order,  
C. B. BROWN, Secretary.  
[7392]

## PEAK TRAMWAYS CO., LTD.

NO TRAMS will Run after the 12.00 on the NIGHTS FRIDAY, 1st MARCH and SUNDAY, 3rd MARCH.

## INTIMATIONS.

## HONG KONG &amp; SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND declared for the Year Ending 31st DECEMBER, 1928, at the Rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling, is Payable on and after the 25th FEBRUARY, 1929, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,  
A. C. HYNES, Chief Manager.  
Hong Kong, 23rd Feb., 1929. [7435]

## G. R. PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By PUBLIC AUCTION,

ON TUESDAY, WEDNESDAY, AND THURSDAY,

THE 5TH, 6TH AND 7TH MARCH, 1929,

AT H.M. NAVAL YARD, HONG KONG AND AT KOWLOON NAVAL DEPOT.

COMMENCING EACH DAY AT 9.30 P.M. WITH AN INTERVAL FROM 12 NOON TO 1.30 P.M.

OLD AND SURPLUS NAVAL STORES,

ac., ac., ac.

Comprising—

Steel Girders, Iron Reel Davis, Harmonium, Air Purifying Plant, Gun, Sampans, Oars, Tube Ex-

penders, Winches, Water Motors, Sagnettes, Wireless Telegraph Fittings, Glycerine, Old Electric Cable, Battery Oven, Iron Mattresses and Bedsteads, Water Closet Pans, Hydraulic Jacks, Carpets, Rugs, Tables, Chairs, Decks, Filters, Ornamental Stoves, Mosquitoes, Old Carpet Cuttings, Old Cooking Pots, New Carpet Cuttings, Old Steel Pipes, Mattings, Fold-up Lavatories, Thermometers, Old Tin Foli, Old Teill, Old Lignum Vitae, Curtains, Over-

cases, Unglazed Tiles, Leather and Metallic Hoses, Flexible Metallic Voice Piping, Old Canvas Tailing, Old Cordage, Old Coir Mats, Canvas Rags, Old India Rubber, Old Leather and Dextine, Tanned Rags, Woolen Rags, Old Heusen, Old Cork, Canvas Cuttings, Old Iron Drums, New Canvas Cuttings, Old Tins, Old Iron and Steel, Old Scrap Brass, Copper Lead, Zinc, Metals of Sorts, Brass and Gun Metal Boring, Zinc Bottoms and Zinc Ashes, Brass Tubes, Iron Blocks, Lamp Lanterns, Goggles, Old Steel Plates, Old Steel Shovels, Old Glass, Old Steel Wire Rope and Cuttings, Dirty Mineral Oil and Oil Fuel, Chain Cable Gear, Anchors, Forges, Compasses, Watches, Navy-locks, Binoculars, Clocks, Air Pipes and Brass Pipes, Firewood, Old Steel Tools Circulating Pumps, Motors of Sorts, Ebonite Old Electric Fans, Lamp Ends, Gymnastic Gear, Saws Circular, Indicators, Pollers, Wood Working Machine, Planing Machine, Milling Machine, Shipping Machine, Dough Engine, Binnacle, Steel Wire Brushes, Tent, Waterproof Sheets, Drilling Machine, Etc., Etc.

Also lying in FLEET AIR ARM RESERVE STORE, H.M. NAVAL DEPOT, KOWLOON—Old Aircraft Propellers, Old Sparking Plugs, Old Rubber, Aluminium, Old Brass, Old Copper, Old Fabric, Light Steel, Old Dope and Old Drums, Old Wood, Outer Aircraft Covers, Inner Aircraft Tubes, Old Vices, Etc., Etc.

LOTS MAY BE INSPECTED ON MONDAY, 4th MARCH, 1929.

Also SALE OF OLD AND SURPLUS VICTUALING STORES

at KOWLOON ON FRIDAY, 8th MARCH,

Comprising—Serge, Flannel Clothing Remnants, Sundry Articles of Mess and Table Gear, Including Cutlery, Hardware and Table Linen, Clothing, and Condensed Provisions for Poultry Feeding, etc.

TERMS of Sale—As detailed in Catalogue.

LAMBERT BROTHERS, By Appointment Auctioneers to the Admiralty.

Hong Kong, 15th Feb., 1929. [7410]

## THE SYMPHONY ORCHESTRA

of H.M.S. "SUFFOLK"

will play at

LANE, CRAWFORD

RESTAURANT

on SATURDAY,

2ND MARCH.

from 8 to 10 p.m.

Special Dinner Menu \$2.00

"The royal wine! Makes glad Sight, scent and taste. Pour then! There glows a spark of fire Within its depths. A subtle fragrance from it Upwards steals, And in the drinking, Know rich promise Bounte duly fulfilled."

Fine

## CHAMPAGNES

de St. Marceaux.

Vin Brut and Very Dry.

Per Dozen Qts. \$100.00.

" " Pints \$ 52.50.

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## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 7.05 p.m., stated:—

The anticyclone central over N. China, has strengthened. Moderate to fresh monsoon may be expected along the S.E. coast of China and over the China Sea.

Local Forecast:—N.E. winds, moderate, fine to cloudy.

## DEATH.

NOLAN.—At 62, Wellington Road, Dublin, the result of an accident, on February 1st, 1929, Mav. wife of the late G. NOLAN, Chief Interpreter, Supreme Court.—R.I.P. [7468]

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

## The Daily Press.

Hong Kong, March 2nd, 1929.

## "FOR THOSE IN PERIL..."

ADMIRAL NIELACK, Secretary-General of the International Hydrographic Bureau, Monaco, has compiled a list of the world's life-saving stations for the use of mariners. Such a list is very necessary on every deep-water ship, as one never knows when it may be urgently necessary to call up the nearest station. Every shipmaster and officer should be in a position to ascertain the situation and strength of any station on the coasts of the world, and Admiral NIELACK's book provides this information. Whether Hong-Kong figures in the list we do not know. If it does, the entry may read something like this: "Rescue ship: Kau Sing; fitted with wireless, available in any emergency providing twenty-four hours' previous notice is given, in order to allow steam to be raised, unless typhoon signals have been hoisted, when she is available immediately."

A statement made by the Colonial Secretary at the last meeting of the Legislative Council indicates there is no intention to depart from this policy. Asked what action the Government intended to take regarding the recommendations of the coroner's jury in connection with the recent loss of the steamer Hsin Wah, with about three hundred lives, the Colonial Secretary said steps are being taken to ensure that news received of shipping disasters—other than messages broadcast by other shore stations or ships—will be in future sent out from Hong Kong. The Harbour Master has full authority to deal directly and promptly in such cases. "Police" launches are not suitable for rescue purposes, and it is not considered expedient to alter their design to make them available for deep-sea work. As for the famous rescue-boat, the Kau Sing, it would be possible to keep her continuously under steam at half an hour's notice, but this would mean an additional expense of approximately \$30,000 per annum. "A repetition of this disaster is so improbable that it is not considered that this extra recurrent expenditure would be justified."

The steamship Hsin Wah, went ashore on a clear night on an island where a First Order light was burning brightly. It is improbable that such an amazing accident will be repeated—but is the possibility of another ship piling up on Waglan the only contingency of the kind for which Hong Kong—as one of the greatest ports in the world—should be prepared? If that is the official view, then, decidedly it would not be worth while spending money on keeping the Kau Sing standing by the whole year round, but Waglan is not the only obstruction along the roads leading to and from Hong Kong. That serious accident in the vicinity of this port do happen frequently is quite true, but the reason is not that dangers do not exist, but that by good seamanship disaster is averted.

Ten thousand British and foreign deep-sea vessels pass through Hong Kong every year, and about the same number of river and coastal ships enter the port. Close upon forty vessels enter and leave Hong Kong every day throughout the year. During monsoons vessels frequently have to enter and leave port in bad weather. They keep as close inside as safety permits in order to take advantage of the lee of the many islands. They follow the bends and indentations of the coast, where the water is smoother and the wind is not blowing with such great force as it does further seaward. Thick fog and heavy rain-squalls sometimes make it impossible to see more than a few yards ahead of a ship's bows. In Lyceum Pass the channel is only two hundred yards wide; ships pass through quite safely in all weathers, thanks to the skill of their navigators, but there is always danger when visibility is

bad, and even in clear weather the "other fellow" may not do the right thing, and disaster may result. Accidents, happily, have been very rare; so are disasters at sea. Months go by without a passenger being lost or injured. Fleets of great liners run along their ocean lanes for years with the regularity of underground electric trains, and then suddenly comes a disaster—the Titanic, the Vesuvius, the Vestris. The world is stunned by the news, and steps are taken to provide a greater margin of safety for ships, after some terrible disaster has shown the urgent necessity for such alteration. Is Hong Kong to wait for some great ocean liner to come to grief at its doors before incurring the "extra recurrent expenditure" necessary to make the Kau Sing a thing of real use, and not simply a doubtful ornament to a naturally beautiful harbour?

Every sailor knows that where there is water there is always risk—not during the typhoon season alone, but every day, and all day, and in all weathers. There is risk of hitting a reef, risk of collision, risk of fire—and risk of foundering. In such an emergency, all that Hong Kong can do is to broadcast an appeal to ships in the vicinity to go to the assistance of the vessel in distress. It is a humiliating situation for one of the greatest seaports in the world to be in, and a deplorable example to the Chinese of British ideas of efficiency. Even the Boy Scouts have as a motto "Be Prepared!"

The vessel which is operated by the Harbour Office as a rescue ship admittedly is not an ideal craft for the work. She is an awkward boat to handle in bad weather, and always will behave badly, but such as she is, there she is, made fast to her buoy the whole year round unless and until a typhoon warning is hoisted. The wages of her crew, a recurrent expenditure, amount to some \$9,000 per year. With a volume of trade passing through the port, exceeding 100 million sterling annually (exact figures not available, again for reasons of economy) Hong Kong spends the enormous sum of \$750 a month in wages to the crew of its one and only rescue ship. If it would really cost \$2,500 a month to keep steam up on the Kau Sing in order that she might get away within half an hour, why not dispose of her?

The real root of the matter is that the Kau Sing is a vessel of a type quite unsuited for the work she should be expected to do. She is as out of date as a manual fire engine. What is wanted in Hong Kong is a swift and sturdy vessel, capable of getting away from her moorings at the shortest notice, and of battling against bad weather. The Kau Sing can hold her own against adverse conditions, but she cannot get away quickly in response to a call for help, except at a cost which the Government considers is not justified by circumstances. Then why not dispose of this vessel to a purchaser who could make better use of her in some other capacity, and put in her place one or even two motor launches of the self-righting type, such as are used on the English coast? There might be a financial loss on this deal, but there are some services to humanity which should not and cannot be measured solely by cash standards. Granting there would be a loss shown on the balance-sheet of the Colony by disposing of the Kau Sing, and purchasing a more serviceable craft in her stead—we do not believe a single voice would be raised in protest against an action which would add so materially to the prestige of the port. Surely Hong Kong has sufficient regard for its reputation to invest a few thousand dollars as an insurance against loss of face in the unhappy event of another terrible disaster at its doors.

## News and Views.

The next Faelling Hunt Point-to-Point meeting takes place to-morrow, Sunday, March 3rd.

Seven cases of small-pox, 5 from Victoria and 2 from Kowloon, and 1 case of diphtheria, all Chinese were notified on Thursday.

A Chinese youth was sentenced to six months' imprisonment by Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday for possession of 207 imitation Government opium labels.

News has been received from Home of the death on February 1st, of Mrs. Mary Nolan, widow of the late Mr. G. Nolan, formerly Chief Interpreter of the Supreme Court. Mrs. Nolan died at her residence, 62, Wellington Road, Dublin.

Although it is advertised that tables cannot be booked in the Rose Room or the Grill Room of the Peninsula Hotel for March 8th, we are asked to make it clear that holders of tickets for the S.P.C.A. Fancy Dress Dance can still book tables for that date.

A Chinese workman in the employ of Messrs. Sang Lee, contractors, was sent to hospital suffering from injuries received when he fell down the steps at the entrance of the Colonial Secretary's residence, No. 403, The Peak. He was rendered unconscious and was attended by Dr. Minnett, who happened to be a visitor at the time.

The forthcoming wedding is announced of Mr. J. Moodie, master mariner of the s.s. Fookang, to Miss A. M. Tolan, of Messrs. Jardine, Matheson and Co., Ltd., residing at Dunbar House, Cameron Road.

The Hong Kong University Arts Association will hold its first general meeting for the year on Monday, March 4th, at 8 p.m. in the Union Assembly Room, when Professor L. Forster, M.A., will deliver a lecture entitled "Examinations." All interested are welcome. Tea will be served after the meeting.

A Chinese who was charged at the Kowloon Magistracy with travelling on a motor bus without a ticket, said that he had held a ticket for February, which he had lost. It was his intention to renew it and it was only the first day of the month. His Worship remarked that if tickets were inspected on the Peak tram there would be many passengers who could not show their tickets. The prosecuting officer stated that there was a difference between the people who travel on the Peak tram and men like the defendant. The case was adjourned to verify defendant's statement that his master had purchased a monthly ticket for him for February.

Acting upon advice from Nan-king the Municipal authorities contemplate to stamp out prostitution in Manchuria in the term of the next three years. The police have been ordered to stop the issue of licenses for the opening of new houses of ill-fame and also the issuing of individual licenses to prostitutes, while slave traffic of any nature will result in prosecution. As additional measures, "enlightening" societies will be formed at larger cities where schools and educational institutions will be established for prostitutes who wish to leave their present occupation. As a novelty, in this anti-vice campaign can be mentioned the contemplated obligation by all the women of light uniforms so as to awaken in them a shame of their position.

## The Franco-Belgian Mystery.

Latest developments in the remarkable story from Amsterdam indicate that Great Britain may be now compelled to take a hand in unravelling the mystery. It is stated that in the minutes of the discussions between French and Belgian military experts it is assumed that British troops would co-operate with the Franco-Belgian forces. Not only so, but a Belgian Colonel has been kind enough to indicate the character of the British forces required to assist in carrying out his plans. He wants cavalry and motors placed at his disposal, in order to "create a diversion." A diversion has been certainly created, though not exactly according to plan, and the British Government must now certainly take a very keen and close interest in this extraordinary affair. Parliament has been assured that the country has been in no way committed to any military arrangement. Members will now want to know how it comes about that Britain's name has been dragged into this sordid business.

## A STUDY IN FEATURES.

## ALLEGED ROBBER AND HIS EYEBROWS.

SAME AS OTHER MEN!

Serious allegations were made by a defendant against a woman witness at the resumed hearing before Mr. E. W. Hamilton at the Central Magistracy yesterday of charges in connection with the armed robbery at No. 78, High Street.

An amah who worked for the mistress of the house stated that the defendant called on her several times. She had known him at a hat shop where they worked together and he had collected some money due to her as wages. On one occasion when she asked for the money he gave her a piece of paper bearing the address of the house in Yaumati where he was arrested. The witness denied that she visited the defendant's house.

The defendant put it to the witness that he had never visited the house in High Street and that it was she who paid the visits to his house in Yaumati. The defendant further alleged that the witness introduced him to four other men who suggested that he should join them in carrying out armed robberies. He also said that the witness handed him a revolver while he was climbing the staircase of No. 12, Gough Street. Witness denied these allegations.

The merchant's wife who gave evidence the previous day was questioned by one of the defendants. He asked her how she was able to identify him if his lower part of his face was masked. Witness said that she identified him by his eyebrows, and invited him to look into a mirror to see if his face was not different from that of other men. The defendant remarked that almost everyone in Court had eyebrows like his own.

## GATHERING OF THE LEEKS.

## ST. DAVID'S DAY CELEBRATIONS.

In celebration of St. David's Day, a gathering of local Welshmen and their friends to the total number of about forty assembled at Lane, Crawford's Restaurant last night when a most enjoyable evening was spent. Speeches dealing with the history of Wales, the characteristics of its nationals and the conditions as present obtaining in the industrial districts of the Principality were given and the musical programme consisted in no small measure of songs in Welsh, the choruses of which were taken up with great heartiness.

Mr. D. M. Richards, Vice-President of the local branch of St. David's Society, presided and referred with regret to the absence of Capt. R. D. Thomas, the president, through illness. Capt. Thomas was one of the oldest and most enthusiastic members of the Society and it was largely due to his efforts that the dinner had taken place that evening. Mr. Richards read a telegram in Welsh received from the Shanghai St. David's Society and the reply sent; also a letter received from the St. David's Society requesting co-operation in raising funds among the Welsh Societies in the Far East to support the Lord Mayor of London's Fund for Distressed Miners and their families. Members approached had already indicated willingness to contribute and the Secretary would be pleased to receive further contributions.

## Love of Country.

Proposing the toast of "Hen Wlad fy Nhadau" (Land of My Fathers), Mr. Richards eloquently sketched its past history and the factors which had contributed to the national characteristics of the Welsh. It was the hills and valleys, of which the Welsh were justifiably proud, that had inspired the national bards and musicians to like to such artistic heights and enabled poor and uneducated countryfolk to produce poetry and music that could compare favourably with the compositions of masters born and bred under the more favourable circumstances.

The Rev. F. C. Young said that it was an exceedingly good thing to keep a love of country and a pride of nation alive in a distant land. The Welsh nation had contributed a fine share to that union of peoples known as Great Britain and its national life had worked its way into the fibre of the Empire. The St. David's Society was to be congratulated on the great success of the evening. The hospitality had been lavish; the future of the Society was well assured and the opportunity of attending next St. David's Day celebration would be anticipated by every guest who had been privileged to be present.

Those contributing to the musical programme were Mr. and Mrs. White, Mr. and Mrs. Richards, Mrs. Hooper and Mr. Bates, with Mrs. Hargreaves Brown and Mr. Jenkin as accompanists.

## HARMSTON'S GALA NIGHT.

## WELL-KNOWN RESIDENTS ATTEND CIRCUS PERFORMANCE.

The Attorney-General and many other well-known residents attended last night's gala performance at Harmston's Circus, which still continues to draw large crowds to the Praya-at-Wanchai. One half of last night's receipts were donated to the funds of the R.S.P.C.A.

Karim was accorded well-deserved applause for wonderful displays of strength and acrobatics on Roman rings. Miss L. Mackie and Mr. W. Jenkins contributed some daring double-jockey acts, Mr. W. Harmston introduced trained ponies, horses, and a performing elephant; Mr. O. Delroy gave a display of hoop spinning and club juggling, and Miss Delavante held the audience spell-bound when she danced upon a wire.

## Flying Tra



## THE JAPANESE NAVY.

## RECENT PROGRAMMES MODIFIED.

## SACRIFICES UNDER WASHINGTON AGREEMENT.

[THROUGH REUTER'S AGENCY.]

Tokyo, Feb. 28th.

In a recent discussion in the Diet on the subject of naval construction after 1931, it was recalled that, in the years immediately preceding the Washington Conference, expenditure on the armed forces of the country accounted for nearly 50 per cent. of the national budget, naval construction alone costing more than ¥270,000,000 a year.

Thanks to the Washington Agreement, Japan was able to make a drastic cut in this terrible drain on her financial resources and, although the fiscal year 1923-3, which followed too close on the heels of the Conference to enable any revision to be effected, still called for as much as ¥225,939,000 for naval construction, the annual outlay on this score since then has averaged only ¥88,000,000 or thereabouts, despite the new programmes instituted in the meantime. These programmes, if we include those merely revised and also the 1926-9 preliminary portion of the auxiliary replacement programme, are four in number. How the cost of these four has been, and is still being, spread out may best be shown by the following table of approximate costs:—

	Revised	Auxiliary
	Ships.	Ships.
1923-24	¥22,292,192	¥3,010,287
1924-25	32,000,000	37,516,000
1925-26	31,194,425	56,905,575
1926-27	8,000,000	72,000,000
1927-28	—	75,000,000
1928-29	—	68,237,230
1929-30	—	—
1930-31	—	—
1931-32	—	—

**Fourteen Capital Ships Cancelled.**  
The first of these four programmes requires little explanation. Japan had planned to maintain permanently a capital fleet of eight battleships and eight battle-cruisers (the famous "8-8" Programme), all of modern type; but as a result of the Washington Conference she agreed to cancel fourteen of her new capital ships. The curtailed programme was therefore rounded off by the appropriations as shown above.

Additional, however, to these great ships, provision has also been made for the construction of a large number of auxiliary craft, these forming as integral a part of the "8-8" programme as did the "Dreadnoughts." Under this plan, 9 cruisers, 37 destroyers, and 43 submarines were to be built; but these numbers were, in consequence of the agreement reached at Washington, cut down to 8 cruisers, 24 destroyers and 22 submarines, the appropriations for their construction being spread out, as shown, to 1929 (originally to 1928, but extended by one year on account of the earthquake).

**Auxiliary Ships.**  
The sacrifice entailed by this cut was undoubtedly considerable, though not perhaps so great as these figures would indicate; for although the contemplated 92 auxiliary vessels were reduced in number to 54, their total tonnage was reduced but little, as most of the ships retained for construction were redesigned on a larger scale.

**Replacement Programme.**  
By means of this auxiliary ship programme, the balance of the Japanese fleet was adjusted to meet the requirements of national defence, as hitherto the proportion of ancillary craft to capital ships had been unduly small. The so-called replacement programme drawn up subsequently was intended to maintain the balance thus achieved, by replacing all auxiliary vessels as soon as they attain their age limit.

Plans for this replacement programme began to take definite shape in 1923 and called for a further expenditure of ¥320,000,000. The Finance Department, however, declared that under the financial circumstances of the time it was impossible to find the amount demanded. A Cabinet crisis thereupon arose, and the Ministry was only saved from a serious split by the personal intervention of the Premier, between the heads of the two departments concerned. By the compromise thereby effected, provision was made for the construction of four destroyers during the three-year period 1928-29 at a total cost of ¥89,000,000, and a year later the major part of the programme originally planned was sanctioned. Including the four destroyers sanctioned in 1929, this

(Continued on next column.)

## SERIOUS STATE OF CHEFOO.

## COUNTRY RAVAGED BY SOLDIERS.

## BUSINESS PARALYSED.

[THROUGH REUTER'S AGENCY.]

Chefoo, March 1st.

American missionaries at Tengchow, Hwanghsien and Leichow are remaining at their stations as they consider it their duty to relieve the suffering of the people by means of hospital work. They report that the countryside in the above districts has been ravaged by the troops of both sides. Many villages have been burnt and there has been much looting, and the people are suffering terribly.

Chang Tsung Chang in his interview gave little information to the American Consul beyond assuring him of the protection of foreigners. It is apparent that he is desirous to buy over Liu Chen Nien, but the latter is as yet sitting tight. Both sides are consolidating their positions and are endeavouring to obtain the assistance of the more or less independent factions, such as Colonel Sze Jang Cheng's 3,000 troops at Laiyang. General Liu Chen Nien is still awaiting the arrival of substantial assistance from Nanjing.

It is considered that the Nanjing Government should take the opportunity immediately to offer material assistance to Liu Chen Nien to clinch his loyalty and prevent Chang Tsung Chang from obtaining a stronger footing in Shantung. The strictest martial law prevails in Chefoo. Merchants are very uneasy and business is almost at a standstill, owing to the paralysis of upcountry transport caused by the commandeering of carts, mules and motors by the military. H.M.S. Cornflower is relieving H.M.S. Magnolia to-day.

## LIU'S CONFIDENCE.

[THROUGH REUTER'S AGENCY.]

Nanking, Feb. 28th.

In addition to the despatch of a large quantity of ammunition and financial assistance to General Liu Chen Nien, it is announced that Marshal Chiang Kai Shek is arranging to reinforce the Nationalist troops in the Chefoo district. Naval wireless messages state that since General Liu repulsed the enemy on February 23rd, the general situation has remained unchanged. General Liu is reported to be consolidating his position and moving further supplies to the front, which is some thirteen to fifteen miles west of Chefoo. The General is said to be awaiting orders from Nanking and appears to be confident that he can hold his position.

## DETERMINED MEASURES AT TIENSIN.

SHANGHAI, March 1st.  
A raid was made upon an organization of Chang Tsung Chang by the Bureau of Public Safety at Tientsin on the evening of Feb. 27th. Five men were taken captive including the directing commander, Tsai Hung Fan, and a divisional commander. A quantity of ammunition and banners were also seized. It is hoped that Tsai had earlier instigated the troops to mutiny on the morning of Feb. 26th. After being arrested, he was taken to the headquarters of the gendarmerie and executed in the evening. A search for the rest of the conspirators is being made. On the same evening Chu Yu Chi was also arrested in Tientsin on the grounds that he was connected with the Anfu and Chihli-Shantung Parties.

allows for the construction of four 10,000-ton cruisers, 19 destroyers, 4 submarines, 3 gunboats, one aircraft carrier, and one mine-layer by the end of the fiscal year 1931-32 at a total estimated cost of ¥297,303,000, as against the original demand for four cruisers, 20 destroyers, 5 submarines, 3 gunboats, and five special service ships by 1930-31 at a cost of ¥320,000,000.

The total estimated expenditure on auxiliary ship construction between the fiscal years 1923-4 (when the Agreement reached at Washington first made their effect known) and 1931-2 is therefore, according to the original estimates already quoted, ¥659,277,592. Actually, however, these estimates appear to have been about ¥20,000,000 too small, as, according to figures just obtained by Reuter's from the Japanese Navy Department, the total already spent (1923-9) is ¥431,398,465, and a further ¥244,637,670 is to be spent during the next three-year period ending April 1st, 1932, thus bringing it to ¥676,036,135 in all.

What further construction will be carried out after that date will depend entirely on the outcome of the Arms Conference due to meet in 1931 (or possibly earlier) to consider the extension and revision of the Washington Treaty.

## OPPONENTS FED TO SHARKS.

## SURPRISING ALLEGATION.

## CUBAN PRESIDENT'S METHOD.

[REUTER'S AMERICAN SERVICE.]

New York, March 1st.

The arrest of eight men, including three prominent professional men of Havana, in connection with an alleged insurrectionary plot throughout Cuba against President Machado has provoked the report from Mr. Seigle, founder of the Cuban Nationalist Party, that the Party was merely aiming to curtail President Machado's "system of wholesale assassination" by the means of feeding his political opponents to the man-eating sharks in Havana harbour.

Mr. Seigle alleges that President Machado's only reply to a recently authenticated case when a man's arm was found inside a shark was to prohibit further shark fishing in the harbour.

## HUNAN DISCUSSIONS AT NANKING.

SHANGHAI, March 1st.  
Marshal Chiang Kai Shek has expressed his desire for an interview with Ho Yew Chao to discuss the situation in Hunan.

Meanwhile on Thursday Tsai Yuan Pei sent a lengthy telegram to General Li Tsung Jen giving an account of the Government measures in dealing with the Hunan situation, and urging the General to come to the capital and open negotiations for the settlement of the problem.

## GENERAL LU'S TROOPS.

SHANGHAI, March 1st.  
General Lu Ti Ping states that the troops under his command have been centralized at Wantai and the Kiangsi authorities are maintaining them. General Chu Pei Teh has decided to return to Kiangsi in the near future, and has promised to take charge of these troops. The situation is now quiet.

## WUHAN TROUBLE AVERTED.

[THROUGH REUTER'S AGENCY.]

Hankow, Feb. 28th.

The anti-Communist activities of the Political Council have started afresh in the Wuhan area, and nine men arrested and alleged to have been guilty of Communist propaganda were executed to-day. Further executions are expected later.

It is authoritatively reported that General Ho Chien arrived at Changsha yesterday to take up the office of Chairman of the Hunan Provincial Government and this is taken to signify that the Nanjing Government has approved of the deposition of General Lu Ti Ping.

Possibilities of an extension of the trouble have, therefore, been averted for the present.

## KIANGSU AND CHEKIANG MEMBERS.

[THROUGH REUTER'S AGENCY.]

Nanking, Feb. 28th.

The Central Executive Council of the Kuomintang to-day selected the members of the Kiangsu and Chekiang Provincial Branches of the Kuomintang Party.

The majority of those appointed are well-known Conservatives.

## PARTY BUILDINGS.

[THROUGH REUTER'S AGENCY.]

Nanking, March 1st.

The State Council this morning discussed the proposal of Chiang Kai Shek for the flotation of \$3,000,000 bonds for construction of Government and Party buildings. The matter was referred to the Executive Yuan for consideration.

## MARSHAL LI'S RETURN.

[THROUGH REUTER'S AGENCY.]

Shanghai, March 1st.

Marshal Li Tsai Hsin and Dr. Chu Chao Hsin are expected to leave for Nanking from Canton on March 5th.

## MOVEMENTS OF NAVAL VESSELS.

H.M.S. Kent, flying the flag of the Commander-in-Chief of the China Station, will leave Hong Kong for Shanghai on Tuesday, March 12th.  
H.M.S. Bruce and four other destroyers of the Eighth Destroyer Flotilla will leave Hong Kong on the same day for a cruise to the coast ports.

## COST OF BRITISH ARMY.

## STEADY REDUCTION IN EXPENDITURE.

## BIG COSTS OF OTHER NATIONS.

[THROUGH REUTER'S AGENCY.]

London, Feb. 28th.

An interesting comparison between British military expenditure and that of other countries was made by Sir Laming Worthington-Evans, the Secretary of State for War, when he introduced the Army Estimates totalling £40,545,000, in the House of Commons. The sum represents a decrease of £508,000 on the figures for last year.

Sir Laming Worthington-Evans declared that Britain alone among the nations of the world had curtailed military expenditure. He also referred to considerable length to the mechanisation of the Army, saying that enormous strides had been made. He anticipated even greater progress owing to the sure foundations already laid.

Comparing British expenditure with that of other countries, the Secretary for War said that the reduction in the effective vote in the life-time of the present Conservative Government was eleven per cent. It had diminished from over £36,250,000 to £32,300,000.

## Increased Costs of Other Powers.

During the same period, the United States had increased comparable expenditure from \$31,000,000 in 1923/24 to \$29,000,000 sterling in 1923/24. Italy had increased her expenditure from about eighteen millions sterling, to twenty-eight millions sterling and Germany had increased hers from about twenty millions to twenty-five millions for the same years in each case.

France had increased her expenditure from £34,000,000 in 1923 to about £28,000,000 in 1929. The Soviet Socialist Government of Russia had more than doubled their expenditure but its military budget included the Navy and the Air Force and he could not therefore make a close comparison. Belgium, Switzerland and Japan all showed some increase and we were the only nation which had continually reduced its expenditure on its army.

## Mechanisation.

Referring to mechanisation the Minister said that now each cavalry regiment had a mechanised machine-gun squadron. In addition, all cavalry regiments were being converted into armoured car regiments and some twenty-two six-wheeled armoured cars of the latest pattern had been purchased as part of the equipment of one regiment. In infantry, there was an increased number of machine guns so that each battalion had one company of sixteen guns of which twelve were manned in peace.

In three battalions, those companies had mechanised transport and he hoped to be able to equip three more this year. This year also they were commencing the mechanisation of light artillery. Two brigades of field artillery had been equipped with radio telephony and four more would be so equipped this year. In the Royal Tank Corps a modern type of tank had replaced the old war-time tank. Enormous strides had been made in the modernisation of the Army during the lifetime of the present government.

## Troops in China.

Speaking on the Supplementary Estimate of £115,000 for the extra cost of the troops acting as the Shanghai Defence Force, Mr. Duff Cooper, the Under-Secretary, said the health of the troops had considerably improved, but it was not entirely satisfactory.

Shanghai was not an ideal place for the stationing of troops. The Government had considerably reduced their number and might possibly in the future reduce still further. The situation had improved almost out of recognition. Discipline among the troops in China had been admirable. There had been a remarkable absence of any regrettable incidents. They had also got on very well with the troops of other nations.

The Estimate was agreed upon practically without discussion, 143 voting for and 60 against.

## THE KING.

## BASKING IN STRONG SUNSHINE.

[THROUGH REUTER'S AGENCY.]

London, March 1st.

The King after a good night's rest after breakfast and sat fully dressed for several hours at the open window of his bedroom in strong sunshine.

## More Ray Treatment.

It was officially stated at Bognor on Thursday evening that the King had passed a quiet day. The sun again shone brilliantly during the afternoon and there was very little wind.

Consequently His Majesty was able to sit at the open window for some hours. Dr. Woods travelled from London to Craigwell House and applied luminous ray treatment to His Majesty in the afternoon.

## AUSTRALIAN MINERS GO BACK.

## COAL SHORTAGE AVERTED.

## REJECTED WAGE CUTS.

[THROUGH REUTER'S AGENCY.]

Sydney, March 1st.

The conference of mining unions has rejected all proposals involving a wage cut. The notices posted by the northern colliery owners expired to-day, and 11,000 miners in the directly affected mines which are not in the Federation are continuing work. There is no fear of an early coal shortage in Sydney.

## WELL-KNOWN RUNNER ENGAGED.

## D. G. A. LOWE'S DANISH FIANCEE.

[THROUGH REUTER'S AGENCY.]

London, March 1st.

The athlete, Douglas Lowe, has become engaged to a Danish lady, Miss Karen Thomsen, daughter of the late surgeon, Mr. Thomsen of Copenhagen. D. G. A. Lowe was called to the bar last year.

## MEXICAN BANDITS KILLED.

## ASSASSINS OF AMERICAN ENGINEERS.

[REUTER'S AMERICAN SERVICE.]

Mexico City, March 1st.

Ten members of the gang of bandits which assassinated two American mining engineers have been killed in a battle with Federal troops.

The murdered men were Mr. J. M. Underwood and Mr. C. Caister, both of whom were engaged in engineering work at the Bustos Mines.

The Mines were raided by a band of about thirty armed bandits, who surprised the two Americans in their quarters and kidnapped them.

The warning was given, and military police immediately went out in chase of the bandits. After a long pursuit they overtook their quarry, and a fight took place between members of the bandit gang and the troops. Five of the kidnappers were shot dead after which the gang dispersed.

The bodies of the two engineers were found stabbed to death near the scene of the fight.

## TIMBER-WORKERS FINED.

## ENCOURAGING A STRIKE.

[THROUGH REUTER'S AGENCY.]

Melbourne, March 1st.

The Arbitration Court has fined the Timber Workers' Union the maximum penalty of £1,000 for encouraging a strike despite the Arbitration Court's award.

## INDIAN GOVERNMENT'S BUDGET.

## POSITION FUNDAMENTALLY SOUND.

## PROBLEM OF THE SALT REVENUE.

[THROUGH REUTER'S AGENCY.]

New Delhi, Feb. 28th.

The Indian Government's Budget for the coming financial year shows that there will be a surplus of 30 lakhs on the estimate for 1929.

Sir George Schuster, who to-day introduced the Budget in the Legislative Assembly, stated that he had budgeted for a deficit of 90 lakhs next year, the difference being mainly due to a fortuitous factor, namely, the unequal distribution of the salt revenue between the last two budgetary periods.

The only new taxation recommended by the Finance Minister is an increase of motor-spirit dues from 4 annas to 8 annas per gallon. The proceeds of this additional taxation will be devoted to the Road Development Fund.

Army expenditure remains the same. Eighteen crores of rupees will be required for various purposes, said Sir George Schuster, who added that the Government would borrow as far as possible in India before raising a sterling loan.

He condemned any idea of altering the value of 1/8d. rupee, concluding that it was his firm conviction that India's financial position was fundamentally sound.

## LEAGUE SURPRISED.

[THROUGH REUTER'S AGENCY.]

Geneva, Feb. 28th.

Much surprise is expressed at the League Secretariat at the news from Nanking to the effect that Mr. Sun Fo, the Nationalist Minister of Railways, has proposed China's withdrawal from the League of Nations.

It is stated here that no indication of any such intention on the part of the Nationalist Government of China has been received at Geneva either by the League Secretariat, or the Chinese delegates.

It is pointed out that M. Avenol, the Deputy-Secretary of the League, is now touring China and that his tour is proceeding normally.

## FRANCO-BELGIAN ALLIANCE.

## ALLEGED MINUTES PUBLISHED.

## BRITISH CO-OPERATION ASSUMED.

[THROUGH REUTER'S AGENCY.]

Amsterdam, Feb. 28th.

The Utrecht Dagblad to-day publishes the full text of the minutes of the alleged Franco-Belgian military conference held in Brussels between September 7th and September 12th, 1927.

The minutes are dated September 20th, 1927, and are signed by General Debeney, representing France, and General Galet, representing Belgium.

They conclude: "Seen and approved by the Ministry of National Defence, C. H. de Brocqueville," and are certified as agreed by Colonel Michem.

The minutes purport to be "interpretations" by the General Staff of the two countries of the Military Convention of 1920, and the most significant feature of the alleged text is the assumption of the co-operation of British troops "permitting serious diversion of the Dutch in Limburg."

Colonel Michem (Belgium) proposed, according to these published minutes, that the British contingent should be strongly "motorised" with numerous cavalry, to whom he assigns the task of the necessary diversion in the North of the Dutch province of Limburg.

## Purely Mythical.

The German Minister at Brussels visited M. Hyman and asked for an explanation of the alleged Franco-Belgian treaty. M. Hyman assured him of purely mythical character of the "revelations."

## U.S. CONSUMPTION OF POTASH.

## FRANCO-GERMAN TRUST BROKEN UP.

[REUTER'S AMERICAN SERVICE.]

New York, Feb. 28th.

After litigation extending over a period of two years, the Federal authorities have succeeded in breaking up the alleged Franco-German Potash Trust.

The Federal Court to-day signed a decree enjoining the Deutsches Kaliyndkat and the Societe Commerciale Des Potasses D'Alsace from combining in the United States to violate the Anti-Trust laws. Ninety per cent. of the million tons of potash used in the United States every year is imported from France and Germany.

## SCOTS GUARDS REACH SOUTHAMPTON.

## KING'S MESSAGE OF WELCOME.

[BRITISH WIRELESS SERVICE.]

Rugby, Feb. 28th.

The Second Battalion Scots Guards from Shanghai, disembarked at Southampton to-day and were given a rousing reception.

The first message to greet them came from His Majesty the King, who is Commander-in-Chief of the regiment.

It was as follows:—  
"As your Colonel-in-Chief, I wish to be the first to welcome you home and to rejoice that you are once more with your families and friends."

The following reply was sent:—  
"Second Battalion Scots Guards respectfully thank their Colonel-in-Chief for his gracious message of welcome and rejoice at the prospect of His Majesty's early return to health."

France. He has written numerous orchestral works and songs.

## G.O.M.G.

Among those appointed Knights Grand Cross of the Order of St. Michael and St. George are:—  
Brigadier-General Sir Samuel Herbert Wilson, K.C.B., Permanent Under-Secretary of State for the Colonies since 1925.

The Right Hon. Sir George Russell Clerk, P.C., K.C.M.G., British Ambassador in Turkey since 1926.

The following have been appointed Knights Commander of the Order of St. Michael and St. George:—  
Sir Ronald Storrs, C.M.G., Governor of Cyprus since 1926.

Mr. Howard William Kennard, C.M.G., C.V.O., Minister to Yugoslavia since 1925.

Mr. Robert Hyde Greg, Minister at Bucharest.

## Order of the Bath.

[MILITARY DIVISION.]

The following have been appointed Knights Grand Cross of the Order of the Bath:—  
Admiral Sir Osmond de Broek, Commander-in-Chief, Portsmouth Command since 1926.

General Sir Walter Braithwaite, K.C.B., Adjutant-General to the Forces since 1927.

General Sir John Stuart Mackenzie Shea, K.C.B., the General Officer Commanding-in-Chief, Eastern Command, India.

(Continued on page 10).

## THE NEW YEAR HONOURS.

## TWO LOCAL AWARDS.

## MANY WOMEN RECIPIENTS.

[BRITISH WIRELESS SERVICE.]

Rugby, Feb. 28th.

The New Year Honours List, delayed by reason of the illness of His Majesty has now been issued.

## Peerages.

Peerages have been conferred on the following:—  
Sir Jesse Boot, Bart., of the well-known firm of chemists, for services in the promotion of education. Born in 1830, the new Peer was knighted in 1906 and made a Baronet seven years later.

Urban Buttleson Rogers Broughton, Esq., in consideration of the public, political and philanthropic services of his father, the late Urban-Haxton Broughton, whose election to the peerage would have been recommended to His Majesty but for his death on January 30th last. Urban-Haxton Broughton was a well-known British engineer and was engaged for many years in engineering, mining and railway work in the United States, becoming President of several big companies.

Sir Berkeley George Andrew Moynihan, K.C.M.G., President of the Royal College of Surgeons of England. He is also Emeritus Professor of Surgery, University of Leeds; and Consulting Surgeon, Leeds General Infirmary. He served in the European War and was mentioned in despatches. He has won many international honours in his profession and is the author of numerous medical works.

## Baronetcies.

Nine recipients of baronetcies include:—

Mr. Friedrich Eckstein, chairman of the Sudan Plantations Syndicate, for his services in the Sudan. He is a partner in the firm of Werner, Beit & Company.

Mr. William Horne, the chairman of the Prudential Assurance Company.

Mr. Alexander Park Lyle, the chairman of the Lyle Shipping Company, for services in connection with the Scottish War Memorial.



## LOCAL FOOTBALL.

## TO-DAY'S FIXTURES.

The following games are down for decision in the Hong Kong League to-day:—

## Division I.

(Kick-off at 4.30 p.m.)  
China Athletic v. Royal Navy.  
Hong Kong F.C. ground.  
Referee: Capt. A. W. Austin.  
M.C. M.M.  
Kowloon F.C. v. Hong Kong F.C.  
Kowloon F.C. ground.  
Referee: Cpl. Evans.  
South China v. Club de Recreo.  
Caroline Hill ground.  
Referee: Mr. W. E. Hollands.  
R.A. v. K.O.S.B., St. Joseph's.  
K.O.S.B. ground.  
Referee: L. S. B. A. Atkinson.

## Division II.

(Kick-off at 2.30 p.m.)  
St. Joseph's v. Queen's Regt. Res.  
St. Joseph's ground.  
Referee: Mr. Rider.  
R.A. v. K.O.S.B. Res.  
Kowloon F.C. ground.  
Referee: Mr. Gibbons.  
South China v. R.A.F.  
Caroline Hill ground.  
Referee: Mr. Gibbons.  
Kowloon F.C. Res. v. Royal Navy.  
Kowloon F.C. ground.  
Referee: E. R. A. Anderson.  
Eastern F.C. v. China Athletic.  
K.O.S.B. ground.  
Referee: A. B. Hatwell.

The R.A. will now play the K.O.S.B. instead of the Hong Kong Police. This game is scheduled for the St. Joseph's ground, but with Sookunpo ground being vacant, this game may be transferred to the Garrison ground.

The time for kicking off in each division has been put back 15 minutes.

## PLAYERS AND PROSPECTS.

The crowd will be on the Hong Kong F.C. ground to-day where the China Athletic meet the Royal Navy. The Navy having been going strong in recent games and with the Athletic in good form, a fine game should be seen. China Athletic will be out to annex the points and strengthen their position for League champions. The Navy have a wide selection and should field a side able to beat the Athletic.

South China are due at Caroline Hill against the Club de Recreo. The visitors will be at full strength and a fast game should be seen. South China bend the league table and will do their utmost to remain there.

The game between the Kowloon and Hong Kong Clubs should be interesting and attract a large number of supporters. This fixture is always a keen one and on present form, Kowloon should win.

The R.A. will be at home to the K.O.S.B. on St. Joseph's ground.

The K.O.S.B. were due to meet the Police to-day but owing to the latter team having left for Shanghai, the R.A. steps into the gap.

Great rivalry exists on the soccer field between these teams and to-day's game should be a keen one. On form the Borderers should get home.

The Small Units game, with the Queen's Regt. is postponed.

The Juniors.

With the juniors there are several interesting games. The Navy meet Kowloon on the Railway ground and a good struggle should end with the Navy on top. At Sookunpo, the K.O.S.B. should be too strong for the R.A.

The Queen's Regt. should take the points from St. Joseph's although the margin should be a small one.

The Athletic juniors should account for Eastern on the H.K.F.C. ground. South China "B" and R.A.F. should play a fast game with the home team taking the points.

The Small Units game with South China "A" is postponed.

## HONG KONG FOOTBALL ASSOCIATION.

## POLICE TEAM GRANTED A CONCESSION.

In the absence of Mr. Hall, yesterday afternoon's meeting of the council of the H.K. Football Association was presided over by Mr. Ormiston. As it was not possible to complete the balance sheet relating to the income and expenditure in connection with the Inter-Club matches in time for the meeting, it was announced that the statement of accounts would be deferred until the next meeting.

It was decided to permit the Police Senior team to play a match on Saturday, March 16th, if they had not returned from Shanghai in time to play on the preceding day.

The council decided to present each member and the reserves of the Hong Kong Inter-Club team with a small replica of the cups won by the Hong Kong Association.

## Police Team Leave.

The Hong Kong Police Team left on the "Malaya" last night for Shanghai to engage in their Inter-Club Police contests.

## HONG KONG ANNUAL RACE MEETING.

## SELECTIONS FOR TO-DAY.

[By EARLY BIRD.]

This afternoon the Hong Kong Jockey Club will present the last programme of their Annual Race Meeting, and, judging by the remarks heard on every side, it has been one of the most successful. Annual events ever held by the Club.

It was rather a pity that the break in the weather spoiled the course for the third day's events, otherwise, I am sure, we should have seen some of our existing records go by the board. However, the meeting has proved a very memorable one from every point of view and especially as regards the Subscription Griffin events when unusually large fields faced the starter on every occasion.

There were far fewer upsets than usual although in some of the events favourites were fairly good when favourites were beaten.

Some excellent racing should be seen this afternoon and there are quite a number of good ponies who have still to win their race.

Shanghai jockeys are still with us and with the large number of local jockeys at the meeting sport should be equal to the other days.

The most interesting event will be the Subscription Griffin Champions over a mile and a quarter for which I predict a win for the Pheasant. The event was won last year by Dumphries who as Mongolian Stag has performed most disappointingly throughout the meeting. The Sun who has run to form throughout the meeting will be the biggest danger. King Falloch should run well if started and John Peel's candidate should also do well.

As the handicaps are not as yet to hand I am afraid it will be a difficult matter to pick the winner of the Tyttam Handicap, and the Hong Kong Handicap.

## MY SELECTIONS.

## 1st Race.

- Nara Stag.
- Heard's Mount.
- The Jungle Book.

## 2nd Race.

- Grand Tattoo Eve.
- Imperial Hall.
- Glorious Stag.

## 3rd Race.

- Winsome Stag.
- One Third.
- Peck.

## 4th Race.

- Piecy.
- Lock Etive.
- The Jamaica.

## 5th Race.

- The Apo.
- Mountain Air.
- Zephyr.

## 6th Race.

- Chesapeake Bay.
- Pickle.
- Majestic Hall.

## 7th Race.

- Fifty Fifty.
- Rose Hall.
- U Un II.

## 8th Race.

- The Pheasant.
- The Sun.
- King's Falloch.

## 10th Race.

- Imperial Hall.
- Blue Danube.
- Blue Danube.

## 11th Race.

- Winsome Stag.
- One Third.
- Peck.

## THE HANDICAPS.

## THE HONG KONG HANDICAP—

## 1½ Miles.

## "A" Class.

	hds. in.	lbs.
Bakers Bay	13.2	153
Boxing Eve	13.2	158
Brigade Call	13.2	140
Buster	13.2	148
Chesapeake Bay	13.2	165
Christmas Chimes	13.2	161
City Hall	13.2	153
Cocos Bay	13.2	170
Duke of Chantilly	13.2	160
Duke of Melrose	13.2	143
Glorious Stag	13.2	154
Grand Tattoo Eve	13.2	143
Huntington	13.1	145
Ideal Stag	13.2	146
Imperial Hall	13.2	161
King's Counsel	13.2	165
King's Courier	13.2	163
Majestic Hall	13.1	162
Misty Eve	13.2	159
Monterey Bay	13.2	148
New Year's Eve	13.1	158
One Third	13.2	148
Peck	13.2	150
Pickle	13.2	152
Richmond Stag	13.2	152
Rose Hall	13.2	152
Royal Flush	13.1	162
Target	13.2	149
Town Hall	13.2	158
Triumphant Stag	13.2	151
Winnsome Stag	13.2	158
Young Pretender	13.1	159

## FANLING HUNT STEEPLECHASE.

## GRAND NATIONAL MEETING.

## PROGRAMME FOR MARCH 24th.

The following is the programme for the Fanling Hunt—Grand National Meeting, on Sunday, March 24th:—

## 1—3 p.m.—March Reef Stakes.

Once Round, Inside Course.  
Winner \$100; 2nd \$50. For China ponies. Winners at Kwanti this season of more than two races barred. Catch-weight at 170 lbs. Entry \$5.

## 2—Spring Plate.

About 1½ Miles on National Course.  
Winner \$100; 2nd \$50. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwanti allowed 5 lbs. Entry \$5.

## 3—March Maidens.

About 1 Mile on Inside Course.  
Winner \$100; 2nd \$50. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwanti allowed 5 lbs. Entry \$5.

## 4—Fanling Grand National Handicap.

About 2½ Miles on National Course.  
For a Challenge Cup to be held by the winner for one year. Winner to receive a replica of the Challenge Cup; 2nd \$50; 3rd \$25. For China ponies. Top weight 175 lbs. bottom weight 145 lbs. Entry \$5.

## 5—The Country Cup.

About 1½ Miles on National Course.  
For a Cup; 2nd \$50. For China ponies that are in the opinion of the Joint Masters of the Fanling Hunt bona fide "Country Ponies." Weight for inches as per scale. Winners of Steeplechases to carry 5 lbs. penalty for each event won this season. Entry \$5.

Ponies must be entered in at least two events.

Entry forms should be turned to Messrs. Thomson & Co., York Building, before noon on Saturday, March 16th.

## POINT TO POINT MEETING.

The Fanling Point-to-Point Meeting takes place to-morrow, Sunday, March 3rd.

## "B" Class.

	hds. in.	lbs.
Blue World	13.2	153
Bright Prospect	13.0	150
Doubtful	13.1	150
Fanling Stag	13.2	153
Fifty Fifty	13.1	150
King's Falloch	13.2	158
Lightning	13.2	157
Little Thunder	13.2	153
Mongolian Stag	13.2	153
Mount Elburz	13.1	153
Mowgli	13.1	153
Nara Stag	13.1	158
O'Moon	13.2	158
Spark Plug	13.1	140
Tarmacadam	13.0	157
The Farmer	13.1	145
U Un II	13.2	151

## THE TYTTAM HANDICAP—

## One Mile.

## "A" Class.

	hds. in.	lbs.
Aberdeen	13.2	147
Bronze Idol	13.0	152
Cream Cracker	13.0	149
Dark Eyes	13.0	145
Duke of Milan	13.1	150
Duke of Normandy	13.2	157
Eclipse Eve	13.2	148
Flying Stag	13.1	154
Inca	13.2	167
King's Falloch	13.0	148
King's Parade	13.1	160
Loch Alsh	13.1	160
Loch Etive	13.0	152
Monk	13.0	157
Mountain Air	13.1	150
Noukhal	13.0	152
Papaya	13.0	148
Piecy	13.0	152
Rummy	13.1	148
Skinfaxi	13.1	153
Sopron	13.1	145
Sunshine	13.0	152
The Apo	13.1	153
The Jamaica	13.1	163
The Pheasant	13.0	163
The Ptarmigan	13.2	157
The Sun	13.1	163
Thunderbolt	13.1	158
Zephyr	13.1	152

## "B" Class.

	hds. in.	lbs.
Alderley	13.1	151
Ansbasis	13.1	151
Anthony	13.1	147
Birthday Eve	13.1	155
Buff Jacket	12.3	145
Charleston	12.3	145
Chicot	13.2	154
Civility	13.1	147
False Alarm	13.0	152
Fat Choy	13.0	152
Green Jade	13.2	154
Half Pint	13.1	155
Heretofore	12.1	155
Madcap	13.2	154
Nero	13.0	148
Nestor	13.0	144
Ole Man River	13.0	148
Pink Pearl	13.1	153
Pumpkin	13.1	153
Samlock	13.0	149
The Jungle Book	13.1	155
Tornado	13.1	157
Touch Wood	13.1	155
White Jade	13.1	155
Zenjebi	13.2	150

## H.K. LAWN TENNIS ASSOCIATION.

## LEAGUE SYSTEM ALTERED.

## A COMMITTEE ELECTED.

Several important decisions were made at the annual meeting of the Hong Kong Lawn Tennis Association, held yesterday at the Hong Kong Cricket Club pavilion. Mr. H. R. B. Hancock, President of the Association, was in the chair and the following Clubs sent representatives:—Hong Kong C.C., Chinese R.C., Kowloon C.C., Indian R.C., University, United Service R.C., Craigengower, M.B.E., South China A.A., B.A.S.C., Club de Recreo, Royal Engineers, R.A.S.C., and Civil Service C.C. Mr. G. Miskin (Vice-President) and Mr. D. S. Green (Hon. Secretary and Treasurer) supported the Chairman.

Among the things that were up for discussion, the system of deciding for the League matches, the formation of an Association Committee, the desirability of drawing up a set of rules and the general re-organisation of the Association.

The feeling of the meeting was that the time had come to make changes on the lines suggested in view of the growth of the game's popularity, and the many new clubs that have been formed.

## Election of Officers.

Mr. H. R. B. Hancock was re-elected President on the motion of Mr. S. E. Green, seconded by Mr. Miskin. In accepting the office Mr. Hancock thanked the meeting and assured them that he would do his best for the Association, adding that he had the interests of tennis at heart and would do all he could for the game locally.

Mr. Miskin said he wished to retire from the Vice-Presidency on account of his impending departure from the Colony. In his place, the chairman proposed Mr. H. R. B. Hancock remained that the Chinese R.C. had now won the League for many years and he felt that Mr. Hancock would make a very good Vice-President. Mr. D. S. Green seconded. Mr. Lo was accordingly elected.

Mr. D. S. Green was re-elected Hon. Secretary and Treasurer on the motion of Mr. Hancock seconded by Mr. C. F. Lee.

## Report and Accounts.

In proposing the adoption of the report and statement of accounts, the chairman said that the statement had been circulated for some time, and he thought it did not call for any further explanations.

The accounts showed an increase of cash in hand over the previous year. Mr. C. S. Chan (S.C.A.A.) seconded.

## Reorganisation.

The chairman then remarked that for some time past it, the general feeling among the members had been that the Association required re-organisation. Rules were practically non-existent and he thought they should make themselves up to date. The Association had written to the Shanghai and Tientsin Associations for their Rules, but had not received a reply so far, and he suggested that the best thing to do was to form a Committee of six or seven to go into the matter thoroughly. In conclusion he asked for suggestions.

Dr. Tottenham suggested writing the Home Association for advice and their Rules.

Mr. Miskin then proposed that the following form the Committee: Messrs. S. A. Runjha, G. W. Sewell, Dr. Tottenham, C. F. Lee, S. E. Green, J. A. A. and T. Armstrong; the President and Vice-President to be ex-officio chairman and vice-chairman respectively of the Committee. Major Lucas seconded and the motion was carried.

## League System.

A tentative proposal to form a "D" Division, in view of the large number of entries last year for the "C" Division was left over for consideration by the Committee.

Mr. Sewell proposed that the League competition be confined to one team only from each club for each division. Mr. Miskin seconded and the proposal was carried.

The most important matter before the meeting was the consideration of the scoring, etc. in the League matches, and after many suggestions had been put forward, it was decided to adopt a new system on the motion of Mr. Sewell seconded by Dr. Tottenham.

Under the new arrangement three pairs will still represent each club in one division, but instead of meeting the opposing pairs in eleven games each, each pair will meet the opposing pairs in one set only, so that a match would be decided on the best of nine sets.

A suggestion to play best of three sets, the strongest pair to meet the corresponding opposing pair, the second best and the opposing second best, and likewise the third pair did not meet with support, while another suggestion to extend the set of 11 games to one of 15 games was also rejected.

## Other Matters.

A resolution was passed on the motion of Mr. Sewell seconded by Mr. Lee that a standard ball (Slazengers stitched) and new balls be provided for all League matches.

It was announced that the Dunlop Rubber Co. had offered to present a Shield for a Mixed Doubles League.

(Continued on next Column).

## LAWN TENNIS.

## ANOTHER BRITISH PAIR WIN.

## SOME FINE PLAY.

A fairly large number of spectators turned up at the Hong Kong Cricket Club courts yesterday afternoon to watch the matches. Interest centred on the tie between Major Lucas and Dr. Tottenham, regarded as the strongest British combination, and H. Lo and Lu Tak Cheuk in the first round of the Open Doubles Championship. The former pair is one of their favourites, and in view of their successful performances during the winter months, they are fancied by many as the probable winners.

They gave a good exhibition in their initial appearance and ran out victors by three sets to love. Always on the aggressive, they played a very forceful game and gave their opponents no quarter.

It was decided to close the entries for the League competitions on Friday, 15th instant, and the matches to start on April 6th.

Mr. Sewell proposed a hearty vote of thanks to the President and Hon. Secretary and Treasurer for the good work they had done on behalf of the Association. He remarked that the Association had received a tremendous fillip from the meeting and he felt that a new Association had been born, as evidenced by the formation of the Committee, and the many new ideas that had been brought forward. Behind all this was the work of those two gentlemen who were still with them.

Whenever they had any opportunity to attack at the net they proved particularly effective; their partnership proved to be good and they appeared to understand each other's play well, although they have not been playing together for a long time.

The Chinese pair found their opponents much too strong, but showed up well in an uphill fight. They secured the lead in the opening stages and kept it until 4-2 when the British pair asserted themselves and equalised at 5 all, eventually winning the set at 7-5. Major Lucas and Tottenham showed up best in the second set, which they won comfortably, while in the third and last set, which they proved superior, and after an interesting struggle won it at 7-5. The winners now meet Lai Kwong Tsun and Lu Tak Lam.

In the other Open Championship match, Y. Sajiki and Lai Kwong Tsun engaged in a long struggle in which the Japanese showed up better, winning by three sets to one.

Yesterday's results were as follows:—

## Open Singles.

Y. Sajiki beat Lai Kwong Tsun 6-4, 6-2, 6-2.

## Open Doubles.

Major Lucas and Dr. Tottenham beat Lu Tak Cheuk and H. Lo 7-5, 6-2, 7-5.

## Club Championship.

H. Owen Hughes beat J. Barrow 6-4, 2-6, 9-7.

## Handicap Singles "A."

Lieut. D. Smith (rec. 3/8) beat Rev. Dean Swann (owe 3/8) 6-4, 6-0.

## Handicap Doubles.

C. W. E. Bishop and W. Woodward (rec. 4/8) beat T. H. King and Major C. Willson (scr.) 6-3, 6-2.

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## BOXING NIGHT

at the  
THEATRE ROYAL.

9.15 p.m.

A No. 1 Programme.

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HONG KONG.



## INTIMATIONS.

## COLONIAL SECRETARY'S DEPARTMENT.

In Order that a complete List may be obtained for record purposes, with those Ladies and Gentlemen resident in Hong Kong and other than Members of His Majesty's Forces, who have had any decoration conferred upon them by His Majesty the King, please inform the Chief Clerk, Colonial Secretary's Department. A reply is requested by 9th MARCH, 1929. (7464)

## HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the FIRST EXTRA RACE MEETING to be held on SATURDAY, 9th MARCH, 1929 (Weather Permitting), may be obtained at the Race Course, Hong Kong Club, and CAUSEWAY BAY STABLES. Entries will CLOSE at 12 O'CLOCK Noon on MONDAY, 4th MARCH, 1929. (7432)

WHY Continue to suffer when POO ON HERBS are within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs. Purely Chinese Herbs.

POO ON HERBS CO.,  
66, QUEEN'S ROAD CENTRAL, 1st Floor.  
Tel. C. 5009.

## LOST.

LOST on SATURDAY Morning, 23rd, LINTANT, A Dark Green Grass-woven PURSEBAG, between PRINCE HOTEL and LOWER TRAM STATION. Will Finder communicate with Miss HARRY, PRINCE HOTEL. (7443)

## POSITION WANTED.

WANTED for Young ENGLISH Girl, Passage or Part Passage to England in Return for Services.—Reply: Mrs. J. MCGRATH, THE BUNGALOW, QUARRY BAY. (7465)

## WOMAN CURED AFTER 25 YEARS' SUFFERING BY POO ON CHINESE HERBS. FIVE IN ONE FAMILY RESTORED TO HEALTH.

Mrs. F. Meinhardt, who resided at 15, H. Street, Modesto, Cal., U.S.A., says:—"For 25 long years I suffered with severe pains in my left side that at times confined me to bed for days. I was unable to do my work or move about. Along with these came dropsy and stomach trouble. I was unable to eat very much without causing gas, pain and distress. Words cannot express my suffering during these years. My husband spent thousands of dollars seeking relief for me. I have been to scores of doctors, many of whom were rated as specialists of high standing, but none was able to tell me what was the trouble and relieve me. Almost every time I went to a doctor I was advised to have my side operated upon or a change of climate for my dropsy and stomach trouble. Fortunately, I was not operated upon but my family and I have spent years seeking a climate or medicine that would help me. We left our home at Kansas and travelled to Alabama, Oregon and California, and there consulted many specialists of these States, but without avail. I have never gotten any better during these years of travelling and doctoring, but became worse and more discouraged as everything failed. Thinking a dry climate would help, we decided to try San Joaquin Valley and came to Modesto to reside. It was here after a time that I heard of the great benefit of the POO ON CHINESE HERBS and the great cures accredited to them. At first I was sceptical and doubtful and thought that they were another panacea. But I decided to go, thinking in my distress, that there was a possible chance left. At the time I went I weighed 125 pounds and to-day I weigh 175 pounds. I must say that the result of taking POO ON CHINESE HERBS must have been miraculous to me. After taking the Herbs I was first entirely cured of dropsy and stomach trouble and, after more treatment, the pain in my side left and has never returned. I have never felt better all my life than I do to-day and I own nothing but thanks and gratitude towards POO ON CHINESE HERBS and Yee Foo Lun, the Herbalist.

After years of suffering and after the enormous expense of travelling and the endless doctors' bills, there is nothing that I can do but speak good for the POO ON CHINESE HERBS and heartily recommend them. Four other members of my family have also been cured by the POO ON CHINESE HERBS, which causes me to endorse them more strongly. My husband was suffering from a sore on his hip that was painful and troublesome, and as he was a heavy smoker, we believed that it was turning to smoking cancer. He consulted the Herbalist and was given some remedies and he was entirely cured and the sore has gone.

## HOUSES AND FLATS.

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Five-Bedroomed and Six-Bedroomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

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D'EXTREME-ORIENT,  
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TO LET OR FOR SALE.—At FANLING (in On Lok Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply—KWONG SANG HONG, LTD., 250, DES VOGES ROAD CENTRAL. (7398)

## FOR SALE.

FOR SALE—Large RICKSHAW in Perfect Condition. Pneumatic Tyres. Recently Overhauled. Can be Seen Any Time Y.M.C.A., Kowloon. (7437)

FOR SALE—BUICK TOURING CAR, Seater in Good Condition \$1,400 or Near offer. Apply Box 7229, at Hong Kong Daily Press. (7294)

PEARLS at Messrs. KOMOR & KOMOR.—Mr. KODAKA has returned from the South and will remain in Hong Kong for One Week to take Orders for PEARLS. (7406)

## Money and Markets

## HONG KONG SHARE MARKET.

## QUIET WEEK OWING TO RACES.

## MESSRS. BENJAMIN &amp; POTTS' WEEKLY REPORT.

Messrs. Benjamin & Potts' in their weekly share report state:—Since our last report of the 22nd February the annual races have almost entirely monopolised attention and the amount of business put through has been very small. Prices on the whole have kept very steady and changes from last week's quotations are, for the most part, unimportant.

Banks—Hong Kong and Shanghai Bank were dealt in at \$1,300/\$1,303. The latest cable quotation from London is \$141.10 per dividend (Middle).

Marine and Fire Insurances.—Hong Kong Fire was realised again at \$785; Cantonese are enquired for at \$800; Unions have had a further rise to \$385; Underwriters changed hands at \$2.

Shipping.—Hong Kong, Canton and Macao Steamships were booked at the outset at \$38, but have since lapsed to a nominal quotation; Preferred Indos have improved to \$52; Douglas Steamships are wanted at \$53; Tugs and Lighters were taken off the market at \$1.65.

Docks, Wharves and Godowns.—Hong Kong and Kowloon Wharves have remained stationary at \$134; China Providents were done at \$5 and continue in request; Deals were made in Hongkong Wharves at \$14.10; Shanghai Docks have advanced to \$13.10.

Lands, Hotels and Buildings.—Hong Kong Lands found buyers at \$63 and \$63; Hong Kong and Shanghai Hotels have had transactions at \$9.30; Humphreys Estates can be placed at \$14; Realty have firmed up to \$8; Shanghai Lands are wanted at \$18. A final dividend of 6 per cent. and bonus of 6 per cent. have been declared, making a distribution of \$18.9 for the year.

Public Utilities.—Hong Kong Trams were dealt in to a fair extent at \$20/\$20.70; Star Ferries have been in some demand and were sold up to \$52; China Lights are offering at \$13, after a few small sales at this rate; Hong Kong Electric (Old) are ruling strong with buyers at \$54; Telephones are a shade firmer with buyers at \$7.30.

Industrials.—Hong Kong Ropes were negotiated at \$7/\$7.25, the market closing with buyers at \$7.10; Malabons continue in demand at \$29, and a little more would be paid; Green Island Cements (Combined) have further receded with no buyers over \$8.

Oils and Mining.—Rauba have again strengthened and can be placed at \$7; Benguet have also appreciated, with buyers in Manila at \$2.70.

Cotton Mills.—Ewoa fell away early in the week to \$13.60 but have since improved and have been the medium of a fair turnover at the improved price of \$14.14; Shanghai Cottons have remained steady at quotations. There are enquiries for Hong Kong Government Loan at 5 per cent., and Industrielle Bonds at 6 1/2 per cent.

The following quotations were received by cable from London on February 29th, 1929.

Par Value:—  
Ordinary 21.00 B.A.T. Co., Ltd. ... 28.11.10  
1.00 I.T. Co. of G.B. & I. 6.14.0  
1.00 I.T. Co. of Canada ... 2.3.0  
1.00 Tobacco Securities ... 5.17.6

Def. 2.50 Tobacco Securities ... 21.8.13  
Exchange.—The T.T. rate on London to-day is 1/11 1/2 and on Shanghai 78.

Forward Settlement Day.—25th March, 29th April and 28th May, 1929.

## CANTON RICE MARKET.

## LARGE IMPORTS FROM ANNAM AND SIAM.

Five years ago there were over one hundred wholesale rice shops in Canton, but the business slump landed a large number of them to bankruptcy, and two years ago only thirty were carrying on business. This number rose however to fifty during the first half of 1928. The fact that the market is dull at present is attributed to the large imports of rice from Annam and Siam just before Chinese New Year.

## DEMAND FOR CHINESE SILK IN U.S.

Since the New Year exports of Chinese silk to the United States and to Lyons have gone up, and, owing to the stoppage of work in the silk factories over Chinese New Year, the supply is at present insufficient to meet the demands of foreign markets. This fact coupled with the rise in price of Japanese silk in Yokohama makes it probable that the cost of Chinese silk will go up in the near future.

## HONG KONG ELECTRIC CO. LIMITED.

## BALANCE FOR DISTRIBUTION \$1,760,000.

At the General Meeting to be held on Friday, March 2nd next, at 11 a.m., the Directors will (subject to audit) recommend that the balance available for distribution be disposed of as follows:—

To pay a dividend of \$2.50 per share on 300,000 old shares ... \$750,000.00  
To pay a dividend of \$1.25 per share on 150,000 new shares ... 187,500.00  
To place to reserve ... 736,647.67  
To carry forward to next account ... 97,131.69  
\$1,761,278.36

## TIN AND RUBBER.

## ACTIVITY IN RUBBER SHARES.

Messrs. Carroll Bros. have been advised that the Tin market has again been very quiet, only minor fluctuations being recorded.

Whilst production in Rubber is undoubtedly heavy, consumption is very good and the margin between the two is not sufficiently great to warrant any pronounced pessimism, though there are so many indeterminate factors that one is scarcely warranted in anticipating any decided move either way. Considerable activity has taken place in rubber shares recently, due to the sudden rise in the price of raw rubber.

We append latest quotations on rubber shares:—

Quotations.  
Allenby's ... \$2.50  
Ailor Gajahs ... 2.25  
Ayer Panas ... 9.75  
Balgownie ... 3.50  
Basette ... 1.20  
Bukis Katils ... 1.05 Sa.  
Changkat Serdang ... 7.25  
Connemara ... 2.40  
Glenalea ... 2.40  
Indragiris ... 9.75  
Jerams ... 1.65  
Jimahs ... 2.20 Sa.  
Kedahs ... 3.60  
Kempas ... 3.60 Sa.  
Kuala Sidims ... 3.60.  
(Continued on next Column).

## KOWLOON MARATHON RACE.

## OVER 60 TO COMPETE ON MONDAY.

## 6-MILE COURSE.

The Seventh Annual Kowloon Marathon Race, to be held under the auspices of the St. Andrew's Church Young Men's Club, and open to all Europeans in the Colony, will take place on Monday, starting at 4.30 p.m.

The course, which covers a distance of about 6 1/2 miles, will be the same as in previous years. Starting outside St. Andrew's Church, the course runs northward along Nathan Road to Waterloo Road, when it turns in an easterly direction, leaving the Dogs' Home on the right and Homuntin and the Kowloon Hospital on the left. It then joins Prince Edward Road and turns right towards Kowloon City. The return journey is made via Kowloon City Road, through Hung Hom, and straight along Chatham Road to Signal Hill, where a turn to the right through Middle Road brings it back to Nathan Road, finishing at St. Andrew's Church.

Over sixty entries have been received, among them being Bds. Atherton of the K.O.S.B. and Gunner Goodridge of the R.A., who finished 2nd and 4th respectively last year.

The following gentlemen will officiate:—Starter, Mr. W. S. Bailey. Judges:—Rev. W. Walton Rogers, Capt. R. D. Thomas and Mr. P. Sanda. Time-keepers:—Messrs. J. H. Hunt, E. P. White and N. A. E. Mackay. Dr. J. Durran will be in attendance as Medical Officer, and scouts of the 2nd Hong Kong (St. Andrew's) Group will line the course as guides. Mrs. R. M. Dyer has kindly consented to give away the prizes in the Church Hall of the close of the race.

Dividends.  
Rangoon Tin: 7 1/2 per cent. int.  
Tapahs: 10 per cent.

## GOLF.

## ROYAL HONG KONG GOLF CLUB.

## STARTING TIMES FOR SUNDAY, MARCH 3rd.

9.04 a.m. Capt. Riggs and W. N. Fleming.  
9.12 " J. D. Crawford and H. Spicer.  
9.16 " R. K. Hepburn and H. R. Forayth.  
9.29 " T. L. Christie and A. Leach.  
9.33 " K. S. Robertson and D. S. Edward.  
9.36 " T. A. Martin and J. M. Norris.  
9.40 " D. Forbes and E. C. Frederick.  
9.44 " J. Thayer and G. E. Mitchell.  
9.48 " S. M. Monroe and E. N. Monie.  
9.52 " N. Croucher and J. Coulthart.  
9.56 " H. A. Mills and W. A. Weight.  
10.00 " A. Morley and C. J. Waddell.  
10.04 " W. K. Tait and D. Ellis.  
10.08 " H. G. Howard and G. H. Wilson.  
10.12 " B. Bloxham and A. B. Raworth.  
10.16 " S. S. Perry and W. C. Clark.  
10.20 " F. A. Perry and Major D. Campbell.  
10.24 " C. Thwaites and D. U. R. Smith.  
10.28 " E. D. Lawrence and D. J. Gilmore.  
10.32 " S. J. H. Fox and F. M. Ellis.  
10.36 " F. M. Walker and F. H. Swayne.  
10.40 " G. D. Mead and C. M. Gee.  
10.44 " A. G. Coppin and E. Humphreys.  
10.48 " W. L. Dunbar and A. W. Hay Edie.  
10.52 " A. B. Cox and D. M. Goodall.  
10.56 " J. H. Raikes and M. G. Mills.  
11.00 " J. Cameron and E. P. Streetfield.  
11.04 " G. W. Sewell and S. T. Butlin.  
11.08 " H. J. Armstrong and C. T. Wood.  
11.12 " F. A. Merry and N. K. Littlejohn.  
(Continued on next Column).

## HOCKEY.

## K.B.S.F.P.A. TO PLAY IN MACAO.

The following have been selected to represent the Kowloon British School Former Pupils Association in a Hockey match against the Macao Hockey Club on Sunday the 3rd March.

Gregory, Machim, Angus, Davies, Whitley, King, Hirst, Gregory, Francis, Well, and Pearce. Reserves: Johnson, Chester.

## LOCAL CRICKET.

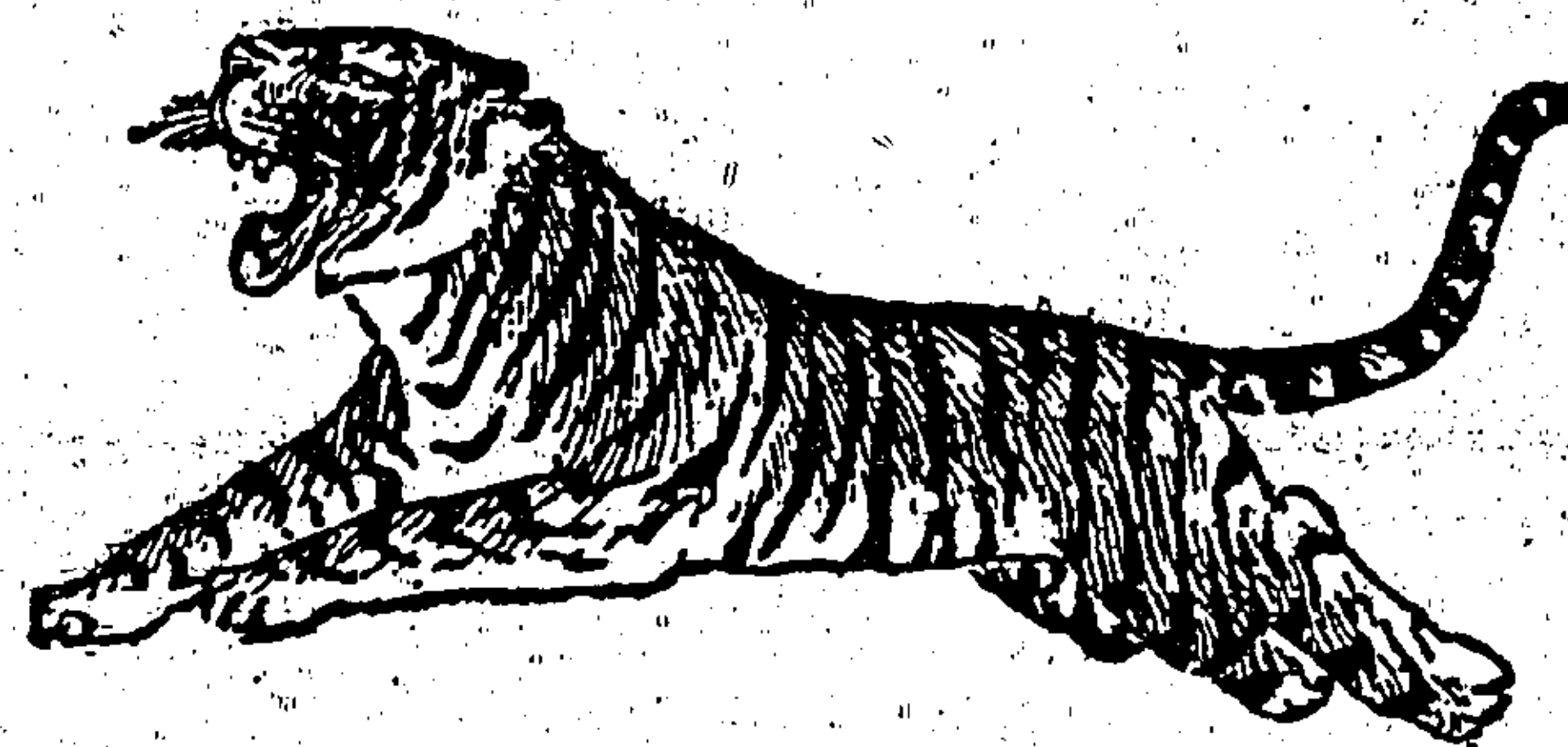
The following will represent the Volunteers against the Indian R.C. on Sunday, March 3rd, at 2 p.m. sharp at Sookunpoo:—

C. Moor (Capt.), A. Reid, J. A. Summers, G. E. R. Divett, H. E. F. Ewin, B. L. Stock, N. A. E. Mackay, E. Zimmern, F. Zimmern, S. V. Gittins, H. T. Burton.

## TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 350 METRES.  
1.48 p.m.—Weather report.  
3.30 p.m. to 6.30 p.m.—Demonstration programme.  
7.45 p.m.—Evening weather report.  
8 p.m.—Evening programme (Columbia records).  
"Miniature Reviews—No. 1"  
"How Do You Do?", Emmy Joyce, Billy Leonard, Mark Daly, John Thorne and Company.  
8.30 p.m.—Dance, music, etc.  
10.10 p.m.—News bulletin.  
10.30 p.m.—Close down.

11.10 " J. Taylor and W. D. Brown.  
11.20 " E. Horridge and A. D. Coppin.  
11.34 " E. M. Bryden and B. H. C. Halliwell.  
11.38 " A. E. Lissaman and I. H. Geare.  
11.32 " A. D. Humphreys and H. U. Ireland.  
11.36 " J. W. Jeffries and G. B. S. Thomson.  
11.40 " W. J. S. Key and W. A. Stewart.  
11.44 " A. O. Brown and A. B. Purves.  
11.48 " S. A. Scaap and D. L. Newbigging.



Do you ever suffer from Headache, Cough, Cold, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure—of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business, or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—THE TIGER BALM. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unequalled in curing the above diseases. The great demand for this BALM, which runs to MILLION POTS each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF?

OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Large Pots ... 60 cents.  
Small Pots ... 25 cents.

Do you suffer from chronic headache? Have you found that no other drawback is so serious as to be a constant victim of headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles of an old man and you return home, trying to exact your "Pound of Flesh" from your wife and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance. On the contrary, we are only too anxious to help you to be cheerful everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins, and you will get all the relief you require. We will help you to drive away the evil of this disease—FOR EVER.

SO PLEASE PROVE THE TRUTH OF THE ABOVE BY GETTING A PACKET OF OUR "TIGER BRAND HEADACHE CURE" WHEN OCCASION ARISES.

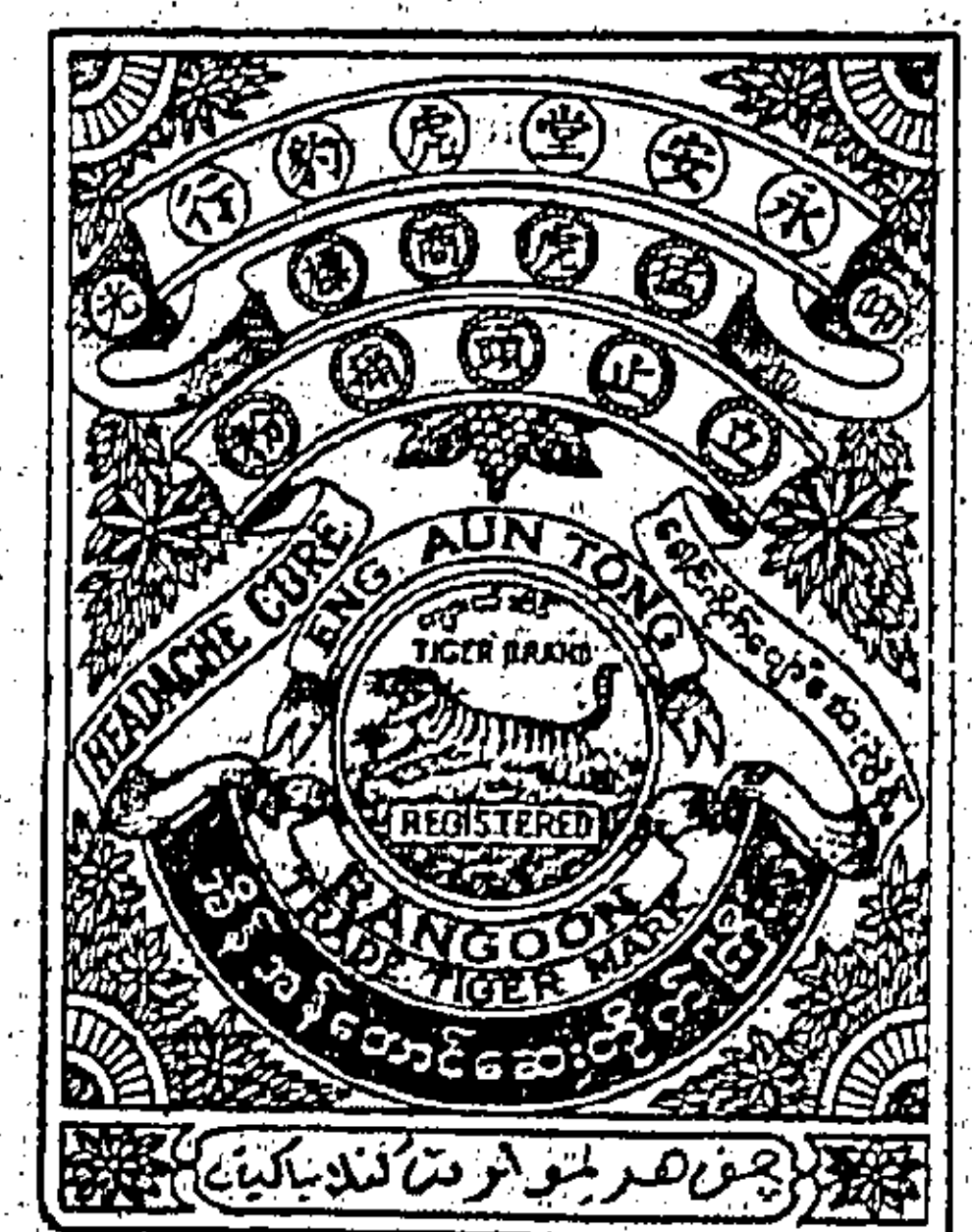
10 cents per packet

## ENG AUN TONG

THE TIGER MEDICAL HALL  
HEAD OFFICE IN RANGOON, BURMA.

## BRANCH OFFICES:—

HONG KONG—26, Bonham Strand, East.  
SINGAPORE, SHANGHAI, SWATOW.









## ADVERTISED SAILINGS FROM HONG KONG.

## ALEXANDRIA.

Pres. Garfield, Dollar, Mar. 10.  
Pres. Johnson, Dollar, Mar. 24.  
Pres. Monroe, Dollar, Apr. 7.

## AMOI.

Anhui, B. & S., Mar. 2.  
Ningpo, B. & S., Mar. 2.  
Tjikarang, J.C.J.L., Mar. 2.  
Haining, Douglas, Mar. 3.  
Sinkiang, B. & S., Mar. 5.  
Suisang, Jardine's, Mar. 7.  
Tjisalak, J.C.J.L., Mar. 9.  
Tjisaroca, J.C.J.L., Mar. 11.  
Haiching, Douglas, Mar. 12.  
Kuingchow, B. & S., Mar. 15.  
Santhia, B.I., Mar. 15.  
Tjisondari, J.C.J.L., Mar. 22.  
Tjisaroca, J.C.J.L., Mar. 23.  
Tilawa, B.I., Mar. 23.  
Takiwa, B.I., Apr. 1.

## ANTWERP.

Fushimi Maru, N.Y.K., Mar. 9.  
Java, Manners, Mar. 18.  
Padua, P. & O., Mar. 18.  
Hakozaki Maru, N.Y.K., Mar. 23.

## AUSTRALIAN PORTS.

Tanda, E. & A., Mar. 2.  
Calulu, Dodwell's, Mar. 4.  
Taiping, B. & S., Mar. 15.  
Tango Maru, N.Y.K., Mar. 27.  
St. Albans, E. & A., Mar. 30.

## BALTI PORTS.

Nippon, Gilman's, Mar. 7.  
Derflinger, Melchers, Mar. 9.  
Java, Manners, Mar. 18.  
Schlesien, Melchers, Mar. 23.

## BALTIMORE.

City of Dunkirk, Bank, Mar. 23.

## BANGKOK.

Linan, B. & S., Mar. 2.  
Kalgan, B. & S., Mar. 3.  
Kweiyang, B. & S., Mar. 10.  
Rungchow, B. & S., Mar. 15.  
Cremor, J.C.J.L., Mar. 14.

## BOSTON.

Kako Maru, N.Y.K., Mar. 5.  
Pres. Garfield, Dollar, Mar. 10.  
Chinese Prince, Furness, Mar. 19.  
City of Dunkirk, Bank, Mar. 23.  
Pres. Monroe, Dollar, Apr. 7.

## BOMBAY.

Akita Maru, N.Y.K., Mar. 5.  
Ceylon Maru, N.Y.K., Mar. 11.  
Mirapote, P. & O., Mar. 23.

## BREMEN.

Derflinger, Melchers, Mar. 9.  
Schlesien, Melchers, Mar. 23.

## BRINDISI.

Remo, Dodwell's, Mar. 5.  
Piave, Dodwell's, Mar. 23.  
Viminale, Dodwell's, Apr. 2.

## CALCUTTA.

Penang Maru, N.Y.K., Mar. 2.  
Umvolsi, Dodwell's, Mar. 5.  
Namsang, Jardine's, Mar. 6.  
Murozan Maru, N.Y.K., Mar. 8.  
Talamba, B.I., Mar. 11.  
Hosang, Jardine's, Mar. 16.  
Talmu, B.I., Mar. 19.  
Santhia, B.I., Apr. 11.

## CEBU.

Michigan, States S.S., Mar. 3rd.  
Golden Peak, States S.S., Mar. 7.  
G'den M'tain, States S.S., Mar. 19.

## CHEFOO.

Huichow, B. & S., Mar. 4.  
Kueichow, B. & S., Mar. 23.

## COLOMBO.

Macedonia, P. & O., Mar. 2nd.  
Akita Maru, N.Y.K., Mar. 5.  
Remo, Dodwell's, Mar. 5.  
Cardiganhire, Jardine's, Mar. 6th.  
Derflinger, Melchers, Mar. 9th.  
Fushimi Maru, N.Y.K., Mar. 9th.  
Pres. Garfield, Dollar, Mar. 10th.  
Ceylon Maru, N.Y.K., Mar. 11th.  
Andre Lebon, M.M., Mar. 12.  
Havenstein, J.C.J.L., Mar. 13.  
Khiva, P. & O., Mar. 16th.  
Padua, P. & O., Mar. 18th.  
Patroclus, B.F., Mar. 20th.  
Schlesien, Melchers, Mar. 23.  
Hakozaki Maru, N.Y.K., Mar. 23.  
Khyber, P. & O., Mar. 23.  
Mirapote, P. & O., Mar. 23rd.  
Pres. Johnson, Dollar, Mar. 24.  
Ermland, J.C.J.L., Mar. 25.  
G. Metzinger, M.M., Mar. 26.  
Viminale, Dodwell's, Apr. 2.  
Leverkusan, J.C.J.L., Apr. 3.  
Pres. Monroe, Dollar, Apr. 7.

## COPENHAGEN.

Nippon, Gilman's, Mar. 18.  
Java, Manners, Mar. 18.  
Australia, Manners, Apr. 4.

## DALNY.

Szechuen, B. & S., Mar. 3.  
Leverkusan, J.C.J.L., Mar. 3.  
Luchow, B. & S., Mar. 3.  
Goettingen, Melchers, Mar. 4.  
Saarbruecken, Melchers, Mar. 15.  
Chile, Manners, Mar. 15.  
Burgeland, J.C.J.L., Mar. 16.

## DUTCH PORTS.

Achilles, Blue Funnel, Mar. 6th.  
Cardiganhire, Jardine's, Mar. 6th.  
City of Peking, Bank, Mar. 9th.  
Derflinger, Melchers, Mar. 9th.  
City of Peking, Bank, Mar. 9th.  
Fushimi Maru, N.Y.K., Mar. 9th.  
Havenstein, J.C.J.L., Mar. 13.  
Nippon, Gilman's, Mar. 16.  
Java, Manners, Mar. 18.  
Padua, P. & O., Mar. 18th.  
Patroclus, Blue Funnel, Mar. 20th.  
Hakozaki Maru, N.Y.K., Mar. 23.  
Schlesien, Melchers, Mar. 23.  
Leverkusan, J.C.J.L., Apr. 3.

## LOS ANGELES.

Bokuyo Maru, N.Y.K., Mar. 9th.  
Pres. Taft, Dollar, Mar. 13th.  
Golden Tide, States S.S., Mar. 16.  
Pres. Jefferson, A.M.L., Mar. 24.  
Pres. Lincoln, Dollar, Apr. 9.

## FOOCHOW.

Haining, Douglas, Mar. 5.  
Haiching, Douglas, Mar. 12.

## GENOA.

Derflinger, Melchers, Mar. 9th.  
Pres. Garfield, Dollar, Mar. 10th.  
Havenstein, J.C.J.L., Mar. 13.  
Lyons Maru, N.Y.K., Mar. 17.  
Keemun, Blue Funnel, Mar. 20th.  
Leverkusan, J.C.J.L., Mar. 23.  
Pres. Monroe, Dollar, Apr. 7.  
Saarbruecken, Melchers, Apr. 10.

## GLASGOW.

Keemun, Blue Funnel, Mar. 20th.  
Patroclus, B.F., Mar. 20th.

## GOTHENBURG.

Nippon, Gilman's, Mar. 16.  
Java, Manners, Mar. 18.  
Australia, Manners, Apr. 4.

## HAIPHONG AND HOIHOW.

Linan, B. & S., Mar. 2.

## HAMBURG.

Achilles, Blue Funnel, Mar. 6th.  
Cardiganhire, Jardine's, Mar. 6th.  
City of Peking, Bank, Mar. 9th.  
Derflinger, Melchers, Mar. 9th.  
City of Peking, Bank, Mar. 9th.  
Havenstein, J.C.J.L., Mar. 13.  
Nippon, Gilman's, Mar. 16.  
Java, Manners, Mar. 18.  
Padua, P. & O., Mar. 18th.  
Patroclus, B.F., Mar. 20th.  
Schlesien, Melchers, Mar. 23.  
Ermland, J.C.J.L., Mar. 23.  
Leverkusan, J.C.J.L., Mar. 23.  
Australia, Manners, Apr. 4.

## HONOLULU.

Emp. of Russia, C.P.S., Mar. 4.  
Siberia Maru, N.Y.K., Mar. 6th.  
Bokuyo Maru, N.Y.K., Mar. 9th.  
Pres. Taft, Dollar, Mar. 12th.  
Taiyo Maru, N.Y.K., Mar. 20.  
Pres. Jefferson, A.M.L., Mar. 26.

## HULL.

Khiva, P. & O., Mar. 16th.  
Padua, P. & O., Mar. 18th.  
Khyber, P. & O., Mar. 23rd.

## KIOLO.

Michigan, States S.S., Mar. 3rd.  
Calulu, Dodwell's, Mar. 4.  
Golden Peak, States S.S., Mar. 7.  
G'den M'tain, States S.S., Mar. 19.  
Chronos, Dodwell's, Apr. 4.

## JAPAN PORTS.

Genoa Maru, N.Y.K., Mar. 2.  
Lima Maru, N.Y.K., Mar. 2.  
Leverkusan, J.C.J.L., Mar. 3.  
Menelaus, B.F., Mar. 3rd.  
Rosario, Bank, Mar. 3rd.  
Goettingen, Melchers, Mar. 4.  
Havenstein, J.C.J.L., Mar. 4.  
Menelaus, B.F., Mar. 4.  
Viminale, Dodwell's, Mar. 4.  
Antenor, B.F., Mar. 5.  
Chile, Manners, Mar. 5.  
Pres. Jackson, A.M.L., Mar. 5th.  
St. Albans, E. & A., Mar. 5th.  
Siberia Maru, N.Y.K., Mar. 6th.  
Emp. of Russia, C.P.S., Mar. 6th.  
Awa Maru, N.Y.K., Mar. 7.  
Suisang, Jardine's, Mar. 7.  
Khyber, P. & O., Mar. 8th.  
Bokuyo Maru, N.Y.K., Mar. 8th.  
Gambada, B.I., Mar. 9.  
Tyndareus, B.F., Mar. 9.  
Nagapore, P. & O., Mar. 9.  
Porthos, M.M., Mar. 9.  
Pres. Taft, Dollar, Mar. 12th.  
Tokushima Maru, N.Y.K., Mar. 13.  
Sumatra, Gilman's, Mar. 14.  
Havenstein, J.C.J.L., Mar. 14th.  
Africa, Manners, Mar. 15.  
Saarbruecken, Melchers, Mar. 15.  
Naldera, P. & O., Mar. 15th.  
Santhia, B.I., Mar. 15th.  
Fooksang, Jardine's, Mar. 17.  
Burgeland, J.C.J.L., Mar. 18th.  
Rosandra, Dodwell's, Mar. 18.  
Glenshiel, Jardine's, Mar. 17.  
Duchessa D'Aosta, D'well, Mar. 19.  
Kitano Maru, N.Y.K., Mar. 19.  
Havenstein, J.C.J.L., Mar. 19.  
Khiva, P. & O., Mar. 16th.  
Padua, P. & O., Mar. 18th.  
Talmu, B.I., Mar. 19.  
Khyber, P. & O., Mar. 23.  
Schlesien, Melchers, Mar. 23.  
Pres. Johnson, Dollar, Mar. 24.  
Glengarry, Jardine's, Apr. 3.

## KORAI.

Derflinger, Melchers, Mar. 9.  
Schlesien, Melchers, Mar. 23.

## OSLO.

Nippon, Gilman's, Mar. 16.

## PANAMA.

Kako Maru, N.Y.K., Mar. 5.  
Bokuyo Maru, N.Y.K., Mar. 9th.  
Taketo Maru, N.Y.K., Mar. 19.

## PENANG.

Penang Maru, N.Y.K., Mar. 2.  
Akita Maru, N.Y.K., Mar. 5.  
Namsang, Jardine's, Mar. 6.  
Murozan Maru, N.Y.K., Mar. 8.  
Fushimi Maru, N.Y.K., Mar. 9.  
Pres. Garfield, Dollar, Mar. 10th.  
Talamba, B.I., Mar. 11.  
Ceylon Maru, N.Y.K., Mar. 11.  
Cremor, J.C.J.L., Mar. 14.  
Hosang, Jardine's, Mar. 16.  
Khiva, P. & O., Mar. 16th.  
Java, Manners, Mar. 18.  
Padua, P. & O., Mar. 18th.  
Talmu, B.I., Mar. 19.  
Khyber, P. & O., Mar. 23.  
Schlesien, Melchers, Mar. 23.  
Pres. Johnson, Dollar, Mar. 24.  
Glengarry, Jardine's, Apr. 3.

## PLYMOUTH.

Macedonia, P. & O., Mar. 2nd.  
Malwa, P. & O., Mar. 30.

## PORTLAND.

Kentucky, States S.S., Mar. 2nd.  
Washington, States S.S., Mar. 23.

## RABAU.

Calulu, Dodwell's, Mar. 4.  
Chronos, Dodwell's, Apr. 4.  
Bremerhaven, Melchers, Apr. 10.

## RANGOON.

Penang Maru, N.Y.K., Mar. 2.  
Murozan Maru, N.Y.K., Mar. 8.

## SAIGON.

Chekiang, B. & S., Mar. 2.  
Andre Lebon, M.M., Mar. 12.  
G. Metzinger, M.M., Mar. 26.  
Porthos, M.M., Apr. 9.

## SANDAKAN.

Calulu, Dodwell's, Mar. 4.  
Maussang, Jardine's, Mar. 9.  
Hingsang, Jardine's, Mar. 19.  
St. Albans, E. & A., Mar. 30.

## SAN FRANCISCO.

Kentucky, States S.S., Mar. 2nd.  
Siberia Maru, N.Y.K., Mar. 6th.  
Pres. Taft, Dollar, Mar. 12th.  
Golden Tide, States S.S., Mar. 16.  
Taiyo Maru, N.Y.K., Mar. 20.  
Washington, States S.S., Mar. 23.  
Pres. Jefferson, A.M.L., Mar. 24.  
Pres. Lincoln, Dollar, Apr. 9.

## SCANDINAVIAN PORTS.

Nippon, Gilman's, Mar. 7th.  
Java, Manners, Mar. 18.  
Australia, Manners, Apr. 4.

## SEATTLE.

Pres. Jackson, A.M.L., Mar. 5.  
Tyndareus, B.F., Mar. 9th.  
Pres. McKinley, A.M.L., Mar. 19.

## SHANGHAI.

Genoa Maru, N.Y.K., Mar. 2.  
Lima Maru, N.Y.K., Mar. 2.  
Ningpo, B. & S., Mar. 2.  
Tjikarang, J.C.J.L., Mar. 2.

## SHANGHAI—(Continued).

Leverkusan, J.C.J.L., Mar. 3.  
Szechuen, B. & S., Mar. 3.  
Kwongsang, Jardine's, Mar. 3.  
Leverkusan, J.C.J.L., Mar. 3.  
Luchow, B. & S., Mar. 3.  
Goettingen, Melchers, Mar. 4.  
Haruna Maru, N.Y.K., Mar. 4.  
Menelaus, B.F., Mar. 4.  
Viminale, Dodwell's, Mar. 4.  
Antenor, B.F., Mar. 5.  
Chile, Manners, Mar. 5.  
Sinkiang, B. & S., Mar. 5.  
Emp. of Russia, C.P.S., Mar. 5.  
Hupei, B. & S., Mar. 6.  
Kwai Sang, Jardine's, Mar. 6.  
Siberia Maru, N.Y.K., Mar. 6.  
Chenab, B. & S., Mar. 7.  
Awa Maru, N.Y.K., Mar. 7.  
Khyber, P. & O., Mar. 8.  
Gambada, B.I., Mar. 9.  
Nagapore, P. & O., Mar. 9.  
Soochow, B. & S., Mar. 10.  
Tjisaroca, J.C.J.L., Mar. 11.  
Porthos, M.M., Mar. 12.  
Pres. Taft, Dollar, Mar. 12.  
Fooksang, Jardine's, Mar. 13.  
Sumatra, Gilman's, Mar. 14.  
Africa, Manners, Mar. 15.  
Naldera, P. & O., Mar. 15.  
Saarbruecken, Melchers, Mar. 15.  
Burgeland, J.C.J.L., Mar. 16.  
Rosandra, Dodwell's, Mar. 18.  
Glenshiel, Jardine's, Mar. 17.  
Duchessa D'Aosta, D'well, Mar. 19.  
Kitano Maru, N.Y.K., Mar. 19.  
Emp. of Asia, C.P.S., Mar. 20.  
Taiyo Maru, N.Y.K., Mar. 20.  
Karmala, P. & O., Mar. 22.  
Tjisondari, J.C.J.L., Mar. 22.  
Formosa, Gilman's, Mar. 25.  
Lahore, P. & O., Mar. 25.  
Chenonceaux, M.M., Mar. 26.  
Esquilino, Dodwell's, Mar. 28.  
Tilawa, B.I., Mar. 28.  
Trave, Melchers, Mar. 28.  
Mantua, P. & O., Mar. 29.  
Formosa, Gilman's, Mar. 30.  
Rohr, J.C.J.L., Apr. 1.  
Jaypore, P. & O., Apr. 11.  
Glengbeg, Jardine's, Apr. 13.

## SINGAPORE.

Anhui, B. & S., Mar. 2.  
Macedonia, P. & O., Mar. 2nd.  
Kawachi Maru, N.Y.K., Mar. 4th.  
Achilles, B.F., Mar. 5th.  
Akita Maru, N.Y.K., Mar. 5.  
Remo, Dodwell's, Mar. 5.  
Cardiganhire, Jardine's, Mar. 6th.  
Namsang, Jardine's, Mar. 6th.  
Murozan Maru, N.Y.K., Mar. 8th.  
Derflinger, Melchers, Mar. 9th.  
Fushimi Maru, N.Y.K., Mar. 9th.  
Pres. Garfield, Dollar, Mar. 10th.  
Ceylon Maru, N.Y.K., Mar. 11.  
Andre Lebon, M.M., Mar. 12.  
Talamba, B.I., Mar. 12.  
Havenstein, J.C.J.L., Mar. 13.  
Cremor, J.C.J.L., Mar. 14.  
Kungchow, B. & S., Mar. 15.  
Hosang, Jardine's, Mar. 16.  
Khiva, P. & O., Mar. 16th.  
Java, Manners, Mar. 18.  
Talmu, B.I., Mar. 19.  
Patroclus, B.F., Mar. 20th.  
Khyber, P. & O., Mar. 23.  
Piave, Dodwell's, Mar. 23.  
Ermland, J.C.J.L., Mar. 23.  
G. Metzinger, M.M., Mar. 26.  
Viminale, Dodwell's, Apr. 2.  
Leverkusan, J.C.J.L., Apr. 3.  
Glengarry, Jardine's, Apr. 3.

## SOUTH AFRICAN PORTS.

Kawachi Maru, N.Y.K., Mar. 4th.  
Umvolsi, Dodwell's, Mar. 5.  
Tinhov, Bank, Apr. 15.

## SOUTH AMERICAN PORTS.

Kawachi Maru, N.Y.K., Mar. 4th.  
Bokuyo Maru, N.Y.K., Mar. 8th.

## SWATOW.

Anhui, B. & S., Mar. 2.  
Kalgan, B. & S., Mar. 3.  
Kwongsang, Jardine's, Mar. 3.  
Szechuen, B. & S., Mar. 3.  
Haining, Douglas, Mar. 5.  
Kwai Sang, Jardine's, Mar. 6.  
Chenab, B. & S., Mar. 7.  
Kweiyang, B. & S., Mar. 10.  
Soochow, B. & S., Mar. 10.  
Haiching, Douglas, Mar. 12.  
Fooksang, Jardine's, Mar. 13.  
Kuingchow, B. & S., Mar. 15.

## TAKAO.

Leverkusan, J.C.J.L., Mar. 3.  
Burgeland, J.C.J.L., Mar. 18.  
Rohr, J.C.J.L., Apr. 1.

## TIENTSIN.

Cheongshing, Jardine's, Mar. 4.  
Goettingen, Melchers, Mar. 4.  
Huichow, B. & S., Mar. 4.  
Saarbruecken, Melchers, Mar. 15.  
Kueichow, B. & S., Mar. 23.

## TRIESTE AND VENICE.

Remo, Dodwell's, Mar. 5th.  
Piave, Dodwell's, Mar. 23.  
Viminale, Dodwell's, Apr. 2.

## TSINGTAO.

Kwongsang, Jardine's, Mar. 3.  
Leverkusan, J.C.J.L., Mar. 3.  
Szechuen, B. & S., Mar. 3.  
Goettingen, Melchers, Mar. 4.  
Sinkiang, B. & S., Mar. 5.  
Kwai Sang, Jardine's, Mar. 6.  
Soochow, B. & S., Mar. 10.  
Fooksang, Jardine's, Mar. 13.  
Saarbruecken, Melchers, Mar. 15.  
Burgeland, J.C.J.L., Mar. 16.  
Rohr, J.C.J.L., Apr. 1.

## VANCOUVER, B.C.

Emp. of Russia, C.P.S., Mar. 5th.  
Tyndareus, B.F., Mar. 9th.  
Emp. of Asia, C.P.S., Mar. 20th.

## VICTORIA, B.C.

Pres. Jackson, A.M.L., Mar. 5th.  
Emp. of Russia, C.P.S., Mar. 5th.  
Tyndareus, B.F., Mar. 9th.  
Pres. McKinley, A.M.L., Mar. 19.

## VIMINALE.

Sumatra, Gilman's, Mar. 14.  
Africa, Manners, Mar. 15.  
Glenshiel, Jardine's, Mar. 17.  
Formosa, Gilman's, Mar. 25.

## EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Shanghai Mar. 5.  
Africa due from Scandinavian Ports Mar. 13.

Africa Maru due from Seattle Mar. 4.  
Aki Maru due from Sydney Mar. 10.

Akita Maru due Mar. 4.  
Alabama Maru due Seattle Mar. 8.  
Alaska Maru left for Shanghai Feb. 12.

Altai Maru left for Singapore Feb. 5.

Amazon Maru due from Shanghai Mar. 8.

Amur Maru due Singapore Mar. 14.

Andes Maru due from Hamburg Apr. 11.

Andre Lebon due from Shanghai Mar. 12.

Arafura due from Australia Apr. 8.

Arizona Maru due Seattle Mar. 23.

Atago Maru due from Kobe Mar. 4.

Atlas Maru left for London Feb. 8.

Australien due from Shanghai Apr. 13.

Batavia Maru left for Takao Feb. 28.

Bellorophon left for Glasgow Feb. 22.

Benvenuto left for Miki Feb. 14.

Benvenuto left for Takao Feb. 23.

Bokuyo Maru leaves for S. America Mar. 8.

Burma Maru due from Kobe Apr. 6.

Burgeland due from Singapore Mar. 16.

Calcutta Maru left for Shanghai Feb. 18.

Calulu due from Kobe Apr. 2.

Calulu due from Shanghai about Mar. 4.

Canal Maru due from Moji Mar. 31.

Capitown Maru left for Shanghai Feb. 23.

Celebes Maru left for Kobe Feb. 10.

Changie due from Australia Apr. 9.

Chengtu left for Amoy Feb. 21.

Chicago Maru left for East Africa Feb. 5.

Chifuku Maru due Mar. 5.

Chile due from Singapore Mar. 4.

Chosen Maru due Mar. 10.

City of Guildford due Mar. 2.

Coblitz due Hamburg Feb. 20.

Compagnie left for Saigon Feb. 23.

Deli Maru left for Swatow Feb. 20.

Delagosa Maru left for Singapore Feb. 20.

Derflinger due from Shanghai Mar. 9.

Duchessa D'Aosta due from Trieste Mar. 19.

Emp. of France due from Vancouver Mar. 23.

Emp. of Asia left Kobe Mar. 1 for Nagasaki.

Emp. of Australia left for Shanghai Feb. 16.

Emp. of Russia due from Manila



# CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & SHANGHAI	"LINAN"	On 2nd Mar.	10 a.m.
AMOI & SHANGHAI	"NINGPO"	On 2nd Mar.	3 p.m.
SAIGON	"CHIEKIANG"	On 2nd Mar.	4 p.m.
SHANGHAI	"CHIEKIANG"	On 2nd Mar.	Midnight
AMOI, SWATOW & SHANGHAI	"ANHUI"	On 2nd Mar.	6 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 3rd Mar.	8 a.m.
SWATOW & BANGKOK	"KALAN"	On 3rd Mar.	11 a.m.
SHANGHAI & DALNY	"LUCHOW"	On 3rd Mar.	3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 4th Mar.	4 p.m.
AMOI, SHANGHAI & TIENTSIN	"SINKIANG"	On 5th Mar.	3 p.m.
SHANGHAI	"HUPH"	On 6th Mar.	3 p.m.
SWATOW & SHANGHAI	"CHENAN"	On 7th Mar.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"NOOCHOW"	On 10th Mar.	8 a.m.
SWATOW & BANGKOK	"KWEITANG"	On 10th Mar.	Noon
AMOI, SWATOW & SHANGHAI	"KUNGHOW"	On 15th Mar.	8 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUNGHOW"	On 23rd Mar.	4 p.m.

SAILINGS SUBJECT TO ALTERATION.

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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports  
Excellent & Most Up-to-date First & Second Class Passenger Accommodation  
HONGKONG TO SYDNEY—19 DAYS.

Steamer	Days Home	Days to Star.
TAIPING	8th March	15th March
CHANGTE	9th April	16th April
TAIPING	7th May	14th May
CHANGTE	11th June	18th June

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AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

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S.S. "CITY OF DUNKIRK" ... 20th March  
S.S. "LAOMEDON" ... 10th April  
Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
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HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

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BY

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BOSTON

AND

NEW YORK

M.V. "CHINESE PRINCE" ... 19th March

M.V. "MALAYAN PRINCE" ... 14th April

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To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
ANDRE LEBON ... 18th Mar.	PORTOS ... 12th Mar.
G. METZINGER ... 20th Mar.	CHRONCEAUX ... 18th Mar.
PORTOS ... 23rd Apr.	ATOS II ... 23rd Apr.
CHRONCEAUX ... 23rd Apr.	D'ARTAGNAN ... 23rd Apr.
ATOS II ... 7th May	SPHINX ... 7th May
D'ARTAGNAN ... 21st May	COMPIEGNE ... 21st May
SPHINX ... 4th June	ANDRE LEBON ... 4th June
COMPIEGNE ... 18th June	G. METZINGER ... 18th June

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## ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	28th FEBRUARY, 1929										1st MARCH, 1929									
	Hour	Temp.	Barom.	Wind	Force	Dir.	Cloud	Humid.	Visib.	State	Hour	Temp.	Barom.	Wind	Force	Dir.	Cloud	Humid.	Visib.	State
Wladivostok	12	30.08	764.1	33	...	...	...	...	...	...	6	30.23	767.7	14	...	N	2	...	...	...
Nemuro	11	30.10	764.3	...	...	SW	4	...	...	...	5	29.80	757.0	...	...	NNW	1	...	...	...
Hokodate	...	30.14	765.5	...	...	SW	1	...	...	...	...	29.86	758.5	...	...	NNW	1	...	...	...
Tokio	...	30.26	768.5	...	...	SE	1	...	...	...	...	29.84	758.0	...	...	NNW	1	...	...	...
Kobe	...	30.10	764.3	...	...	SE	1	...	...	...	...	29.94	760.5	...	...	NNW	1	...	...	...
Nagasaki	...	29.96	761.0	...	...	WNW	4	...	...	...	...	30.03	762.5	...	...	NNW	1	...	...	...
Kagoshima	...	29.98	761.5	...	...	NNW	1	...	...	...	...	30.02	762.5	...	...	NNW	1	...	...	...
Oshima	...	30.04	763.0	...	...	NNW	1	...	...	...	...	30.02	762.5	...	...	NNW	1	...	...	...
Naha	...	30.02	762.5	...	...	SW	2	...	...	...	...	30.00	762.0	...	...	NNW	1	...	...	...
Ishigakijima	...	30.02	762.5	...	...	SW	2	...	...	...	...	30.00	762.0	...	...	NNW	1	...	...	...
Bonin Island	...	30.30	769.5	...	...	NW	1	...	...	...	...	30.20	757.0	...	...	NNW	1	...	...	...
Chefoo	15	30.15	765.8	38	90	NW	2	...	...	...	6	30.44	773.9	23	88	N	1	...	...	...
Shanghai	14	30.10	764.4	55	66	WNW	1	...	...	...	...	30.22	767.7	43	94	NW	1	...	...	...
Gutai	...	30.15	765.8	50	88	NW	2	...	...	...	...	30.25	768.3	42	100	NNW	2	...	...	...
Sharp Peak	...	29.98	761.5	58	90	E	1	...	...	...	...	30.10	764.5	56	87	NE	1	...	...	...
Amoy	...	29.97	761.2	66	84	SSE	4	...	...	...	...	30.10	764.5	62	94	NE	1	...	...	...
Swatow	...	29.99	761.7	67	90	SE	1	...	...	...	...	30.02	762.5	61	94	E	1	...	...	...
Taihu	11	30.02	762.6	81	66	E	4	...	...	...	...	30.04	762.9	66	98	NNW	2	...	...	...
Taiwan	...	30.01	762.3	81	...	...	...	...	...	...	...	30.02	762.6	64	...	NNW	2	...	...	...
Koshun	...	30.02	762.6	86	...	...	...	...	...	...	...	30.00	762.0	70	...	NNW	2	...	...	...
Pescadore	...	29.99	761.7	84	...	...	...	...	...	...	...	29.98	761.4	68	...	NNW	2	...	...	...
Hong Kong	14	29.95	760.7	72	...	...	...	...	...	...	...	30.01	762.3	64	...	NNW	2	...	...	...
Gap Rock	...	29.95	760.7	67	83	E	2	...	...	...	...	30.04	763.0	63	98	E	4	...	...	...
Macao	...	29.95	760.7	68	...	...	...	...	...	...	...	30.04	763.0	63	98	E	4	...	...	...
Haihow	...	29.85	758.1	75	87	E	2	...	...	...	...	29.99	761.7	71	89	NE	3	...	...	...
Pratas Island	...	29.84	760.5	78	78	NE	3	...	...	...	...	29.93	760.2	66	98	ENE	4	...	...	...
Phulien	15	29.86	758.4	68	88	E	4	...	...	...	...	29.89	759.3	72	...	E	4	...	...	...
Tourane	...	29.86	758.4	79	...	...	...	...	...	...	...	29.86	758.4	75	...	E	4	...	...	...
Cape St. James	...	29.84	757.8	81	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Basco	14	29.81	759.5	81	76	SE	4	...	...	...	...	...	...	...	...	...	...	...	...	...
Apurri	...	29.86	758.4	86	71	NE	4	...	...	...	...	29.93	760.2	73	91	S	2	...	...	...
Tuguegarao	...	29.87	758.7	86	82	S	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Vigan	...	29.84	757.8	86	61	W	4	...	...	...	...	...	...	...	...	...	...	...	...	...
Manila	...	29.84	757.8	90	51	W	4	...	...	...	...	29.91	759.6	68	91	NE	1	...	...	...
Legaspi	...	29.82	757.5	86	58	ENE	2	...	...	...	...	...	...	...	...	...	...	...	...	...
Calatog	...	29.81	757.2	86	68	NNE	4	...	...	...	...	...	...	...	...	...	...	...	...	...
Tacloban	...	29.78	756.8	86	52	NE	6	...	...	...	...	29.85	758.1	75	88	NE	4	...	...	...
Iloilo	...	29.78	756.8	86	52	NE	4	...	...	...	...	...	...	...	...	...	...	...	...	...
Cebu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Surigao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Saipan	...	...	...	...	...	...	...	...	...	...	...	29.89	759.4	72	...	ENE	4	...	...	...
Guam	12.22	29.82	757.5	...	...	NE	4	...	...	...	...	4.22	...	...	...	...	...	...	...	...
Yap	11.00	29.78	756.8	...	...	NE	6	...	...	...	...	...	29.81	757.2	...	...	...	...	...	...
Pelaw	...	...	...	...	...	...	...	...	...	...	...	...	29.83	757.7	75	...	ENE	2	...	...
Penape	...	...	...	...	...	...	...	...	...	...	...	...	29.86	758.4	79	...	E	3	...	...
Labuan	14	29.82	757.4	90	92	E	4	...	...	...	...	29.82	757.4	77	88	...	...	...	...	...

March 12, 10h. 38m.—A fresh anticyclone has formed over N. China and a depression lies over N.E. Japan. Moderate to fresh monsoon may be expected along the S.E. coast of China and over the N. China Sea. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.51 inches, against an average of 3.17 inches.

## FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 2nd.

District	Forecast
1.—Formosa Channel	N.E. winds, fresh.
2.—South coast of China between Hong Kong and Lamcocks	N.E. winds, moderate; fine to cloudy.
3.—Hong Kong to Gap Rock	N.E. winds, moderate; fine to cloudy.
4.—South coast of China between Hong Kong and Hainan	N.E. winds, moderate; fine to cloudy.

T. F. CLAXTON, Director.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Mar. 1st.	Previous Day	On Date	On Date
Day	at 2 p.m.	at 6 a.m.	at 10 p.m.
Barometer ...	29.95	30.04	30.02
Temperature ...	67	63	69
Humidity ...	83	78	78
Wind ...	E	E	E
Direction ...	E	E	E
Force ...	2	3	3
Weather ...	C	O	B
Rain ...	0.03	0.00	0.00
Highest open-air Temperature, 3rd: 68			
Lowest open-air Temperature, 1st: 62			
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder			

\$7.50

will keep you in touch with Hong Kong news for six months

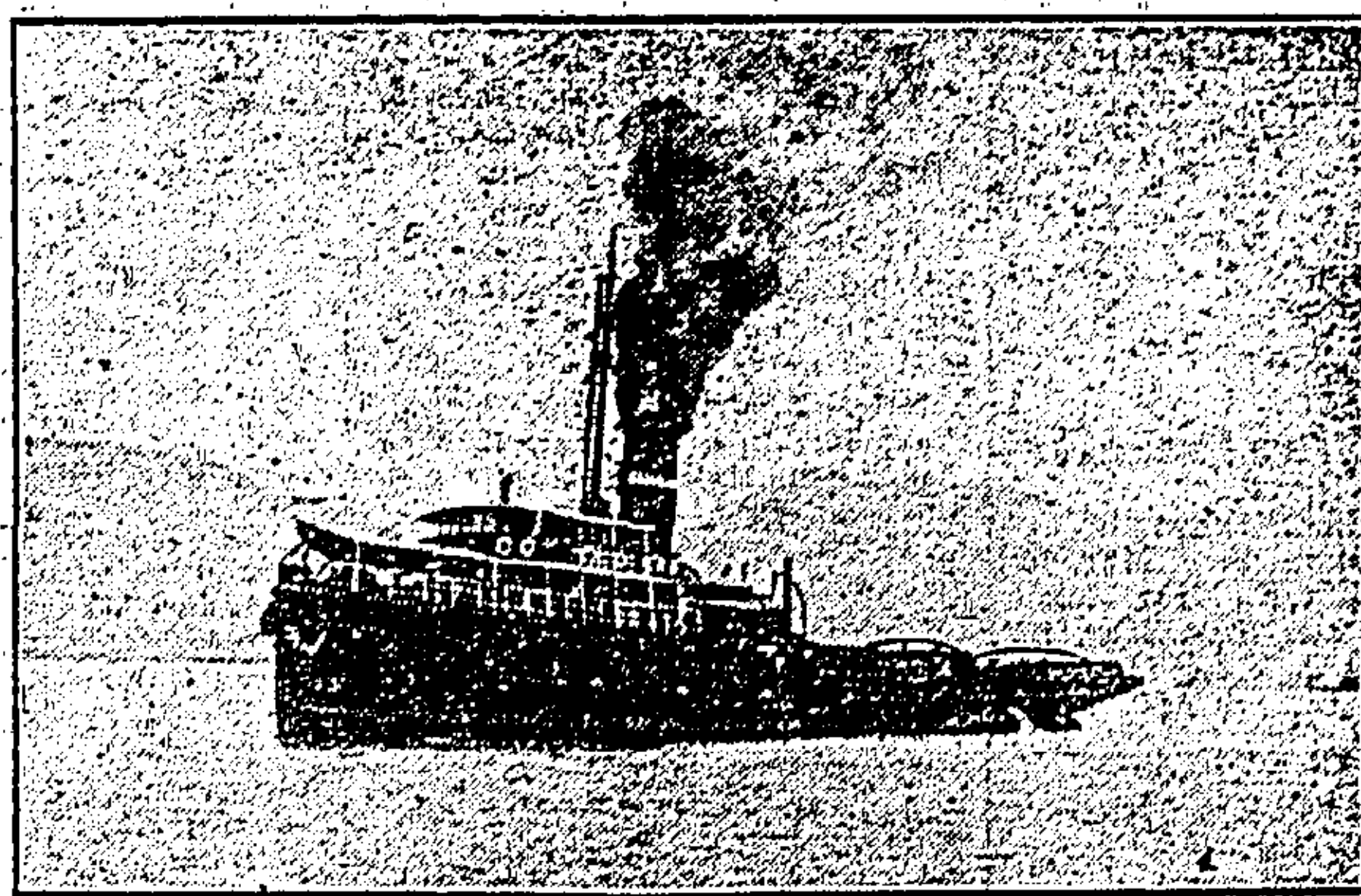
## AFTER YOU GO AWAY

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Sun., 3rd Mar., at 7 a.m.
	"KWAISANG"	Wed., 6th Mar., at 7 a.m.
	"CHABANG"	Sun., 10th Mar., at 7 a.m.
	"FOOSHING"	Wed., 13th Mar., at 7 a.m.
OSAKA via AMOI, MOJI, YOKOHAMA & KOBE	"SUISANG"	Thurs., 7th Mar., at 7 a.m.
OSAKA via MOJI & KOBE	"FOOKSANG"	Sun., 17th Mar., at 7 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Thurs., 7th Mar., at 3 p.m.
	"HOSANG"	Satur., 16th Mar., at 3 p.m.
SANDAKAN	"MAUSANG"	Satur., 9th Mar., at 3 p.m.</





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comfort.

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At Noon, 6th MARCH, 1929.

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2120, 2118, 2110, 2102, 2083; via SAN FRANCISCO,  
OSAKA, OSAKA via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIBERIA MARU ... .. Wednesday, 6th Mar.  
TAIYO MARU ... .. Wednesday, 20th Mar.  
TENYO MARU ... .. Wednesday, 26th Apr.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,  
via Singapore, Penang, Colombo & Suez.

FUSHIMI MARU ... .. Saturday, 9th Mar.  
HAKOZAKI MARU ... .. Saturday, 23rd Mar.

SYDNEY & MELBOURNE via Manila & Porto.

TANGO MARU ... .. Wednesday, 27th Mar.  
AKI MARU ... .. Wednesday, 24th Apr.

BOMBAY via Singapore, Penang & Colombo.

AKITA MARU ... .. Tuesday, 5th Mar.  
CEYLON MARU ... .. Monday, 11th Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu,  
Los Angeles, Mexico and Panama.

BUKUYO MARU ... .. Saturday, 9th Mar.

SOUTH AMERICA (East Coast) via Singapore, Cape  
Town & Porto.

KAWACHI MARU ... .. Monday, 4th Mar.

NEW YORK via PANAMA.

KAKO MARU ... .. Tuesday, 5th Mar.  
TAKETOYO MARU ... .. Tuesday, 19th Mar.

LIVERPOOL via Port Said, Genoa & Marseilles.

LYONS MARU ... .. Sunday, 17th Mar.

CAIRO via Singapore, Penang & Rangoon.

PERANG MARU ... .. Saturday, 2nd Mar.  
MURORAN MARU ... .. Friday, 8th Mar.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU ... .. Monday, 4th Mar.  
AWA MARU ... .. Thursday, 7th Mar.

YOKOHAMA MARU (omit S'hai) ... .. Wednesday, 13th Mar.

KITANO MARU ... .. Tuesday, 19th Mar.

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## Shipping News

Daily Statement, Waterfront News,  
etc.

### YESTERDAY'S FREIGHT RETURNS.

IMPORTS AND THROUGH CARGO BOTH EXCEED 27,500 TONS.

The general cargo returns for the 24 hours ended at 9 a.m. yesterday carried by incoming vessels were as follows:—

British City of	Cargo for H.K.	Through Ports.
Kharkov	850	3,670
Dunkirk	—	1,168
Tanda, Japan	—	—
Rosier, U.S.A.	540	9,160
and Cebu	—	—
Anhui	800	—
Singapore	—	—
Szechuen	—	1,272
Canton	—	—
Ho Sang	673	—
Kobe	—	—
Kwai Sang	629	619
Tsingtao	—	—
Chinkiang	1,978	382
Haiphong	—	—
French	—	—
Tonkin	1,000	—
Haiphong	—	—
Tai Po	300	—
K.C. Wan	—	—
German	—	—
Lahn	5	8,330
Japan	—	—
Dutch	—	—
Tjikembang	—	680
Shanghai	—	660
Norwegian	—	—
Willford	3,200	2,000
Chinwangtao	—	—
Pronto	2,446	—
Bangkok	1,572	—
Haradot	7,750	—
Herod	—	2,000
Japanese	—	—
Sydney Maru	2,000	—
Genoa Maru	—	—
Calcutta	1,127	7,439
Cape Town	—	—
Holland	314	—
Chinese	—	—
Tak Hing	60	—
Macao	—	—
Tak Hing	—	—
Autou	5	—
Lee Cheung	10	—
Sammei	—	—
Tsang Woo	1,800	—
Saigon	—	—
Total	27,572	27,698

Arrivals and Departures.

The arrivals and departures during the period under review were as follows:—

British

French

German

Dutch

Norwegian

Japanese

Chinese

Total

Asiatic Deck Passengers.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Szechuen (Br.) Canton

Ho Sang (Br.) Kobe

Chinkiang (Br.) Haiphong

Hoihow

Tonkin (French) Haiphong

Tai Po Sek (French) Fort

Bayard

(Continued on next column).

### DAILY WATERFRONT NEWS.

NEW BRITISH ARRIVAL.

The s.s. Kenilworth (British) which arrived here yesterday from Hamburg, Antwerp, Singapore and Manila was making her first visit to the port.

She is owned by the Dalglia Steamship Company, Limited, for whom Messrs. Sander Weiler are the local agents and has a cargo of 1,500 tons for Hong Kong and through ports. Captain A. W. Goffon is in command, with a European crew numbering 48.

The vessel was built in 1913 by Messrs. Richardson, Buck & Co., Ltd., of Stockton, for the present owners, with a net tonnage of 3,253 tons. Her gross tonnage is given at 5,437 tons. Her engines, which develop 615 N.H.P., were installed by Messrs. Blair & Co., Ltd., of Stockton. Her dimensions are: Length 450.5 ft., Beam 55 ft., and Depth 24.6 ft.

**Dangerous Goods.**  
The s.s. City of Kartoum (British) which arrived here from Dunkirk and Singapore carried a cargo of ammunition and 3 tons of detonators. The s.s. Rosier (British) from Philadelphia and Cebu carried 73,940 cases of refined oil, 112 cylinders of gas and one drum of acid. The s.s. Cape Town Maru (Japanese) from Rotterdam and Singapore had 32 tons of chlorite of potash.

### MARINE COURT CASES.

Eight boatmen were before Commander G. F. Hole at the Marine Court yesterday morning for hawking in the Yaumati Typhoon Shelter without a license. All pleaded guilty and were fined 25 each.

Two other Chinese were summoned for hawking aboard the steam launch Man Yee in the Yaumati Typhoon Shelter. Commander Hole said that he had already heard a good deal about the case in question and he would therefore ask Mr. Hoesgood to take it. The defendants pleaded guilty and were fined 25. They said that they had obtained permission from the man in charge of the boat.

**Leaving Without Permit.**

The coxswain of a motor schooner was before Commander G. F. Hole for leaving the Colony without a proper permit. The defendant pleaded not guilty and said that he was testing his engine, and, unknowingly, passed the boundary line of the limits of the harbour.

In reply to the Magistrate, defendant said that he was working at the job for ten years. The Magistrate: It is about time you knew the harbour limits. Refusing to accept the defendant's statement, a fine of 25, with the alternative of 3 weeks' imprisonment was imposed on each summons.

Total

Tjikembang (Dutch) Shang-

hal, Amoy

Pronto (Norwegian) Bangkok

Kosichang

Havdrot (Norwegian) Bang-

kok, Kosichang

Cape Town Maru (Japanese)

Rotterdam, Singapore

Tak Hing (Chinese) Autou

Lee Cheung (Chinese) Sammei

Tsang Woo (Chinese) Saigon

Total

674

### ARRIVALS.

February 28th.

Calulu, British str., 2,674 tons, Capt. Dundred, from Shanghai, which port she left on February 25th, with a general cargo, lying at buoy No. A8.—Dodwell & Co.

Chinkiang, British str., 1,923 tons, Capt. C. Springer, from Hoihow, with a general cargo, lying at buoy C37.—B. & S.

Pronto, Norwegian str., 1,933 tons, Capt. A. Anderson, from Bangkok, which port she left on February 26th, with 2,440 tons of rice and general cargo, lying at buoy No. C46.—Kwang Nguan Seng.

Tjikembang, Dutch str., 5,095 tons, Capt. T. P. Schattburg, from Shanghai and Amoy, lying at buoy No. A4.—J.C.L.

Kenilworth, British str., 3,383 tons, Capt. W. Dalton, from Manila, which port she left on February 23rd, with a general cargo, lying at Kowloon Wharf.—Dodwell & Co.

Lahn, German str., 5,300 tons, Capt. A. Lohr, from Shanghai, which port she left on February 26th, with five tons of general cargo, lying at buoy No. A5.—Meichers & Co.

Linan, British str., 1,336 tons, Capt. W. J. Larter, from Canton, in ballast, lying at buoy No. B2.—B. & S.

Macedonia, British str., 5,687 tons, Capt. R. Harrison, R.D., from Yokohama, which port she left on February 20th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Mau Sang, British str., 2,063 tons, Capt. G. F. Matthews, from Sandakan, which port she left on February 23rd, with a general cargo, lying at Yaumati.—Jardine, Matheson & Co.

Penang Maru, Japanese str., 5,214 tons, Capt. H. Aizawa, from Moji, which port she left on February 24th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Promise, Norwegian str., 1,920 tons, Capt. F. Hovfiedt, from Canton, in ballast, lying at buoy No. C40.—K. Larsen & Co.

Szechuen, British str., 1,594 tons, Capt. J. R. Shearer, from Canton, lying at buoy No. B9.—B. & S.

Tanda, British str., 4,237 tons, Capt. E. Pilcher, from Moji, which port she left on February 24th, with a cargo of silk, lying at at buoy No. A1.—Mackinnon, Mackenzie & Co.

### DETAILS OF FREIGHTS.

Tanda (British) arrived from Yokohama, Moji with 1 ton silk for Hong Kong.

Rosier (British) Philadelphia, Cebu with 23,840 cases of kerosene for Moji.

Lahn (German) arrived from Yokohama and Shanghai with 3,300 tons of beans.

Willford (Norwegian) arrived from Chinwangtao with 3,200 tons of coal and 2,000 tons for through ports.

Pronto (Norwegian) arrived from Bangkok and Kosichang with 2,448 tons of rice.

Havdrot (Norwegian) arrived from Bangkok and Kosichang with 1,572 tons of rice.

Herod (Norwegian) from Balikpapan with 7,750 tons of liquid fuel for Hong Kong.

Sydney Maru (Japanese) Moji and Milke with 2,000 tons of cement.

## P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR

STRAITS, JAVA, BUKA, CAYLON, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.  
PENINSULAR AND ORIENTAL, PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,120	2nd Mar. Noon	Marseilles and London
"KHIVA"	9,135	16th Mar.	Marseilles, London and Hull
"KHYBER"	9,114	28th Mar.	Marseilles, London and Hull
"MALWA"	10,980	30th Mar.	Marseilles and London
"MIRZAPUR"	8,715	1st Apr.	Strait, Colombo and Bombay
"NADDERA"	10,088	13th Apr.	Bombay, Marseilles and London
"KARMALA"	9,128	26th Apr.	Marseilles and London
"MANTUA"	10,946	27th Apr.	Bombay, Marseilles and London
"KALYAN"	9,144	4th May	Marseilles, London and Hull
"MOBEA"	10,953	11th May	Bombay, Marseilles and London
"LAHORE"	8,253	1st June	Marseilles and London
"KASHMIR"	8,958	8th June	Marseilles and London
"JEYPORE"	8,218	15th June	Marseilles and London
"RAJPUTANA"	10,568	22nd June	Bombay, Marseilles & L'don
"KASHGAR"	9,005	6th July	Marseilles and London
"KASHMIR"	10,901	20th July	Bombay, Marseilles and London
"KASHMIR"	9,114	3rd Aug.	Marseilles and London
"KASHMIR"	10,983	17th Aug.	Bombay, Marseilles and London
"KASHMIR"	9,128	31st Aug.	Marseilles and London
"KASHMIR"	10,953	14th Sept.	Bombay, Marseilles and London
"KASHMIR"	10,946	28th Sept.	Bombay, Marseilles and London
"KASHMIR"	8,958	12th Oct.	Marseilles and London
"KASHMIR"	9,144	26th Oct.	Marseilles and London
"KASHMIR"	11,120	9th Nov.	Bombay, Marseilles and London
"KASHGAR"	9,005	23rd Nov.	Marseilles and London

\* Calls Casablanca.

\* Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Fiume, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

### BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALAMBA"	8,018	11th Mar.	Singapore, Penang & Calcutta
"TALMA"	10,000	19th Mar.	do.
"SANTHIA"	7,754	11th Apr.	do.
"TILAWA"	10,008	20th Apr.	do.
"TAKIWA"	7,938	29th Apr.	do.
"TAKADA"	6,948	3rd May	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

### EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	6,858	2nd Mar. 4 p.m.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	30th Mar.	Manila, Sandakan, Thursday
"ABAJURA"	6,900	3rd May	Manila, Sandakan, Thursday
"TANDA"	6,858	31st May	Sydney and Melbourne.

\* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.

The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Kobe, Cebu, Colombo, Tawee, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	5th Mar.	Moji, Kobe, Osaka & Yokohama
"KHYBER"	9,114	8th Mar.	Shanghai
"GAMBADA"	5,307	9th Mar.	Shanghai, Moji, Kobe & Osaka
"NAUPUR"	5,293	9th Mar.	Shanghai, Moji, Kobe & Yokohama
"NADDERA"	10,088	15th Mar.	Shanghai, Kobe & Yokohama
"SANTHIA"	7,754	15th Mar.	Amoy, Moji, Kobe, Yoko. & Osaka
"KARMALA"	9,128	22nd Mar.	Shanghai, Moji, Kobe & Yokohama
"LAHORE"	8,253	25th Mar.	Shanghai, Moji, Kobe & Yokohama
"TILAWA"	10,008	25th Mar.	Amoy, Shai, Moji, Kobe & Osaka
"MANTUA"	10,946	29th Mar.	Shanghai, Moji, Kobe & Yokohama
"TAKIWA"	7,938	1st Apr.	Amoy, Moji, Kobe, Yoko. & Osaka
"ABAJURA"	6,900	9th Apr.	Shanghai, Moji, Kobe & Yokohama
"JEYPORE"	8,218	11th Apr.	Shanghai, Moji, Kobe & Yokohama
"KALYAN"	9,144	12th Apr.	Shanghai, Moji, Kobe & Yokohama
"MOBEA"	10,953	14th Apr.	Shanghai, Moji, Kobe & Yokohama
"TANDA"	6,858	17th May	Moji, Kobe, Osaka & Yokohama
"KASHMIR"	8,958	16th May	Shanghai, Moji, Kobe & Yokohama
"RAJPUTANA"	10,568	24th May	Shanghai, Moji, Kobe & Yokohama
"KASHGAR"	9,005	7th June	Shanghai, Moji, Kobe & Yokohama
"KASHMIR"	10,901	21st June	Shanghai, Moji, Kobe & Yokohama
"KASHMIR"	9,114	4th July	Shanghai, Moji, Kobe & Yokohama
"KASHMIR"	10,983	18th July	do.
"KARMALA"	9,128	1st Aug.	do.
"MOBEA"	10,953	15th Aug.	do.
"KASHMIR"	8,958	29th Aug.	do.
"MANTUA"	10,946	12th Sept.	Shanghai
"KALYAN"	9,144	26th Sept.	Shanghai, Moji, Kobe & Yokohama
"MACEDONIA"	11,120	11th Oct.	Shanghai, Moji, Kobe & Yokohama
"KASHGAR"	9,005	25th Oct.	do.



